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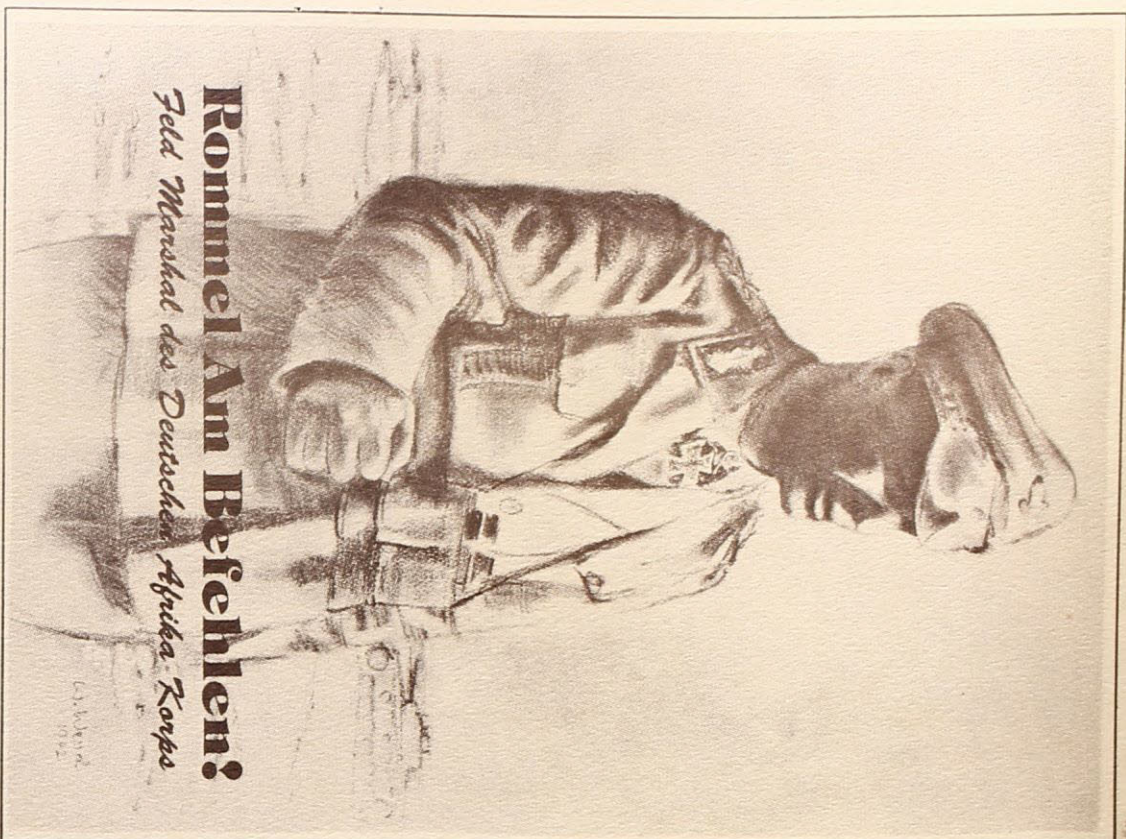


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# Historical Military Art Collectibles

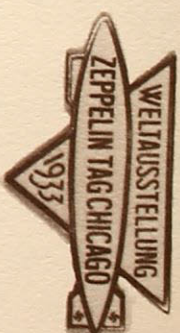


## Rommel Am Befehlen? *Feld Marshal des Deutschen Afrika Korps*

HISTORICAL MILITARY ART SERAGRAPH---**Rommel am Befehlen**, Field Marshal des Deutschen Afrika Korps ("Rommel in Command, Field Marshal of The Africa Corps", 22 x 28 in., 56.4 x 71.8 cms.). Limited Edition Seragraph of original military art by Field Artist Wilhelm Wessel, 1942. Originally published by the Oberkommando der Wehrmacht, in conjunction with the Reich Propaganda Ministry, only one copy is known to have survived (original art courtesy of Regew Art Gallery, Stuttgart). Worldwide Certified distribution: 1,000 Registered Seragraph prints — \$44.50 each.

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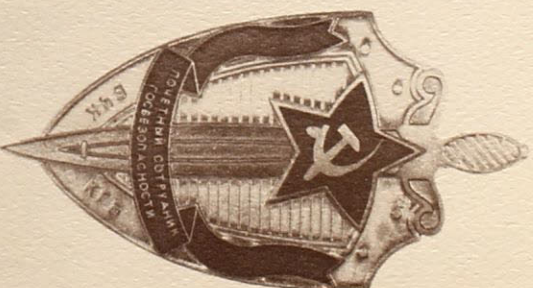
**#528 — ZEPPELIN COMMEMORATIVE BADGE**  
(Bronze with white cloisonne, 1 1/2 inch/46.9 x 27.5 mm) for post-Hitler (note tiny swastikas)  
German Zeppelin Day at The World Expos  
Century of Progress, Chicago, 1933. Excellent.  
\$14.50.



**#641 — GERMAN-AMERICAN FRIENDSHIP BADGE, 1933**  
(bronze with red, white, blue and black cloisonne on metallic-red circle, 1-1/16 inch/26.5 mm). A highly unusual badge, originally distributed at the Chicago World Exposition, by the German-American Bund, in support of the first successful National election of Adolf Hitler as Reich Chancellor in January of that year. Excellent — \$18.50.

**#747 — SOVIET RUSSIAN KGB IDENTIFICATION SHIELD** (bronze with red and multi-color cloisonne, 3-3/16 x 1 1/2 inch — 79.5 x 40.5 mm). From recently declassified British Intelligence sources, we have been able to obtain for our regular clients a very few of the only known authentic Soviet Russian Intelligence Identification badges of the notorious KGB (Komitet Gosudarstvennoi Bezopas-

nosti — formerly known as the Cheka, NKVD, NKGB and the KGB). From its inception, the KGB has been synonymous with "Revolutionary Justice". Its power is awesome — being the



equivalent of all the combined U.S. Government State Security Services of the C.I.A., the F.B.I., the National Security Agency, and the Secret Service itself. It is quite likely that there will be no further future availability of this particular badge after our present stock is depleted. Therefore, we strongly urge you to place your order immediately, without delay, because we can not guarantee availability for any appreciable period of time (your funds for purchase will be immediately returned to you in the event that we are not able to supply at that time). Excellent — \$48.50

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# Rebirth of European Medallic Art Industry!

By Trebor Regew  
Trade News Correspondent

STUTT GART, West Germany (RNS) — Continued favorable decisions on the part of the West German Supreme Court concerning anti-hobby interests are very likely to lead to the re-establishment of traditional past-era world-wide historical European and hobby numismatic Trade interests. For upwards of seven decades — nearly seventy years now — traditional Old World German numismatic medallic collectibles have been all but forgotten due to the last two World Wars of 1914/1918 and 1939/1945. The Numismatic Hobby Industry can look forward with optimism as the West German Government continues to relax the outdated legislation which has adversely affected numismatic collector interests for — literally speaking — decades.

Latest Industry reports confirm that West German legislators have just recently rendered yet another favorable decision regarding the legality in West Germany of collecting World War II Era (1939/1945) German Military collectibles (longtime favored military collectibles in the Western World). The latest favorable Court Decision has been rendered due to law suits brought against the West German Government by an auction house located in Munich, West Germany. The firm — Klenova Auction House — regularly deals in military collectibles from the World War II Era.

Regardless of the latest favorable decision, however, the notorious "Polizei-verboten" (Police-forbidden) anti-hobby

laws are still applicable to the bulk of the rest of the collecting and hobby interests in West Germany today. Each and every exception to the "Polizei-verboten" anti-hobby laws must be tested in the German Supreme Courts; and each favorable decision carries a Court License which legally allows the licensee to deal in World War II Era collectibles. Therefore, the latest favorable Court Decision is not to be considered as a legal precedent, which would be the case in American or British law matters. Undeniably, of course, the favorable decision is obviously a step in the the right direction.

In optimistic anticipation of further favorable consideration on the part of West German legislators, an American business firm is presently conducting preliminary market tests, which are proving very likely to re-open long-ago established numismatic interests in the traditional European Historic Medallic Art Field. Delta International — an international mail order firm with offices in Lafayette, California — has specialized in Historical Military Art and Collectibles for over twenty years. The firm has successfully launched its initial test campaign with the ever-popular Field Marshall Erwin Rommel (The Desert Fox) art medallion by Karl Goetz, 1942, in limited re-edition gold, silver and bronze. This is the first re-edition for over forty years.

Spokesman for Delta International — Mr. Robert Weger — admits that long-

term success depends in large part upon the West German Supreme Courts. However, he is quite optimistic that further favorable Court Decisions will be forthcoming within the foreseeable future. This should be a strong inducement for progressive collectors and dealers to get in on the ground floor right now!

For upwards of nearly 70 years now, the exquisitely designed old military art medallions of past eras in Germany have been virtually unavailable to the entire collecting world, due to the usual sad circumstances which are directly related to the last two Great World Wars of 1914/1918 and 1939/1945. The wonderfully crafted old traditional art medals of past eras have obvious and self-evident artistic qualities, which are so typical of German past master medallic craftsmen, such as Karl Goetz.

The continued unfair exclusion of these historic art pieces from their rightful place in the Hobby and Collector World — because of antiquated and out-dated, unfair laws — is patently unjust, especially in this modern time and age. The outlook for the re-establishment of the old, traditional German medallic art industry in the numismatic trade remains highly optimistic as West German legislators continue their favorable considerations and decisions regarding this highly viable hobby interest, which clearly affects the entire Hobby Trade.



# Original Old German Military Government Medallion Art

## An Extremely Unique Historical Art Medal

For nearly a half-Century now, the exquisitely designed Old Military Art Medals of Germany have been literally locked up and forgotten—due to the ironic circumstances directly caused by the last two Great World Wars of 1914/1918 and 1939/1945. The peculiar and special results to World-wide collectors are felt even in modern times. For example, World War II Military Art Medals were (and still are!) actually outlawed in modern-day Germany: — it is literally illegal to engage in collector activities involving any artifacts from World War II Era. Any trading whatsoever among collectors and dealers of such items is referred to as "Polizei-verboten" ("forbidden by police"); and offenders are commonly subject to expensive fines and arrest by Police Authorities. The wonderful Old Military Art Medals from Imperial Germany and World War I have fared hardly any better — as severe economic ravages, inflation, The Great Depression, and post-War military restrictions too were hardly conducive to any mentionable collecting activity either.

The Karl Goetz Art Medals are exemplary of the obvious artistic qualities typical of the fine, Old Military Medallion Art of the past Eras. Their unfair exclusion from their rightful place in the Collector World is patently unjust and unfair — especially at this time and age. The renowned artistic talent of past Master Art Medallist Karl Goetz is self-evident, which only an unfortunately blind person could not fail to appreciate and admire.

Legal, free, international distribution of these fine Old German Military Medallion Art Pieces will continue to be available through the special efforts and offices of Delta International — through the free International Mail Services, which are protected and registered for the benefit of all national countries which are participants of the International Postal Union Service. And, this of course, includes the Federal Republic of Germany — as well as the entire Free World. When and if the German Courts rescind their unjust and unfair laws and practices which wrongly single out collectors — who have a right to enjoy their particular hobby just as much as any other person enjoys his or her own special hobby interests — distribution of the Old German Military Medallion Art pieces will again take place from German soil. In the meantime, special arrangements for the safe-keeping and eventual return of the old original dies is well assured, and — in fact — are an integral part of the World-wide distribution rights and privileges held by Delta International of Honolulu, Hawaii (U.S.A.).

## Strictly Limited Mint Issue

The Mint will not accept orders exceeding authorized World-wide collector distribution of 100 only solid gold, 500 only solid silver and 1,000 only solid bronze. Each Art Medal bears registered mint marks, as well as authorized, registered serial numbers. In



"Field Marshal Erwin" Rommel Medal, 1941, by Karl Goetz, (50 mm, 2 in.)



addition, a Registered Certificate of Authenticity accompanies each Historical Military Art Medal.

## A Precious Gift — To Own And To Give

When you give an Historical Art Medal, you give a precious and valuable gift that is perfect for a birthday, for special holidays, for an anniversary, a birth, a marriage, or simply a special personal gift to be always remembered and cherished... the ideal gift to show that you truly care.

## Scarcity and Demand Predicts An Exceptionally Bright Future

Karl Goetz Military Art Medals are next to impossible to locate. In both World Wars I and II, highly devastating German military reverses and economic chaos made any commercial collector distribution virtually impossible. After the Wars, Western Allied Military restrictive legislation prevented any further collector distribution or commercial activity involving German War-time Government Historical Medallion Art — and these very same laws were re-enacted, more or less intact, by the Federal Republic of Germany. The final effect has been that nearly all of the Historical Military Medal-

lic Art of Germany has not been available to collectors for upwards of seven Decades — since World War III! Although no one can predict any Art Medal's future value, scarcity and demand are major factors in the determination of value. As the following mintage table indicates, the supply of the Historical Field Marshal Erwin Rommel Medal is exceptionally limited. Indeed: —

Solid GOLD, .999 fine, Proof, uncirculated, 100 only ..... \$3,500.00  
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Each Field Marshal Erwin Rommel Historical Art Medal is gem quality, individually inspected and protected with its own fitted presentation case of pure black velvet interior and Afrika-Korp red leatherette-like exterior — complete with Registered Certificate of Authenticity. Each purchase order will be accepted by the Mint on a strictly first-come-first-served basis (by envelope postal date mark).

## A Wonderful Opportunity To Own And Give A True Historical Collectible of Lasting Value

All collectors should take very serious note of this highly unique Historical Military Art Medal. In every respect, it meets all the criteria associated with very fine collectibles: — it's beauty is undeniable. It's condition is flawless. It's Mintage is limited. . .

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\*Personal checks require 3 to 5 weeks for bank clearance. We suggest use of bank or postal money orders, Certified or Cashier's checks.

VERY IMPORTANT — PLEASE READ  
Yes, please accept my order for the Field Marshal Erwin Rommel Historical Military Art Medal — complete with fitted presentation case, Registered serial number and Registered Certificate of Authenticity. All sales are subject to refund within 10 days upon safe return of purchase plus 10% handling and service fees. My purchase will be promptly shipped via Air Registered Mail (or as I specifically request herein). I understand that orders will be accepted by the Mint as received, and if bullion prices increase significantly, the Mint has the right to suspend order acceptance. Once order is accepted, however, it will not be cancelled for any other reason except for no further availability of Mintage Authorized Issue, as specified herein. I have read, understand and agree to the above.

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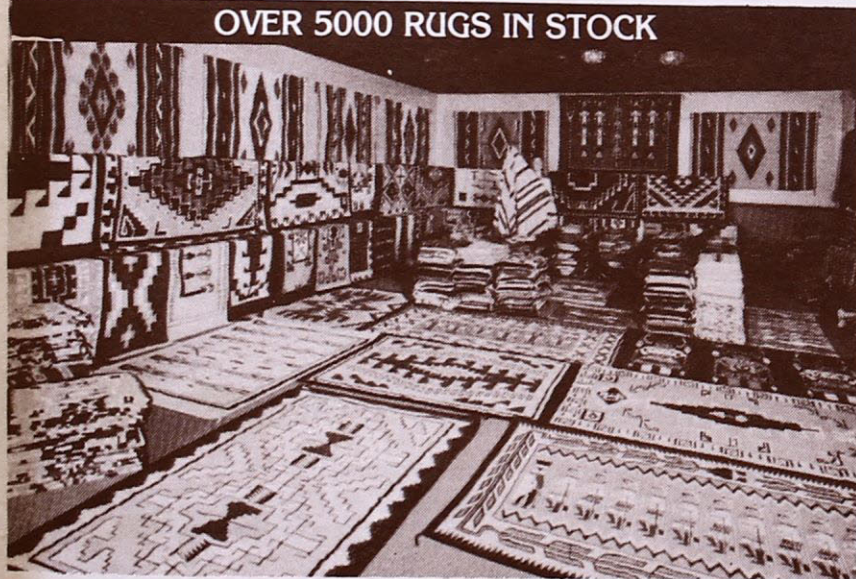
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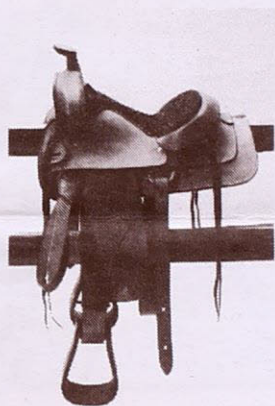


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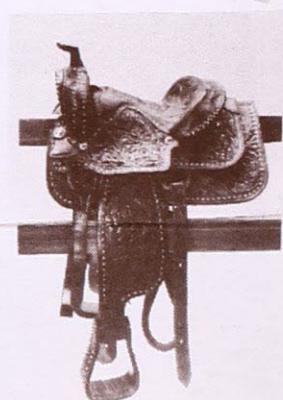
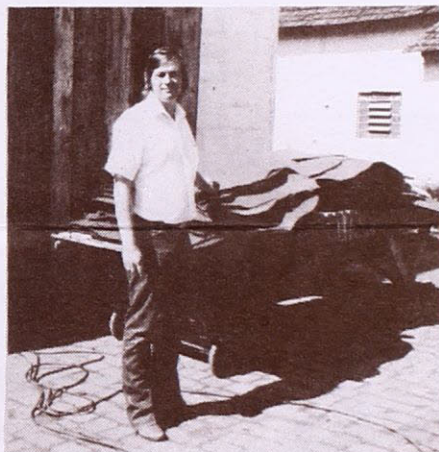
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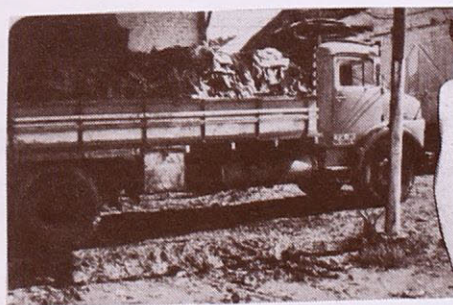
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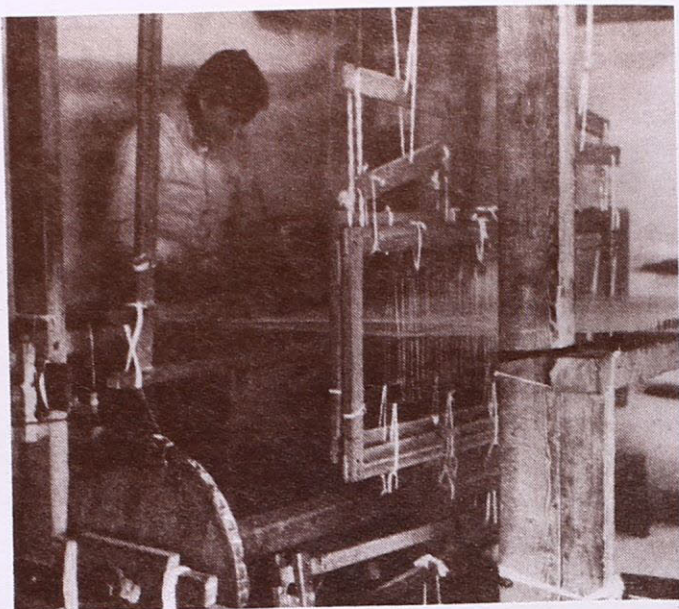
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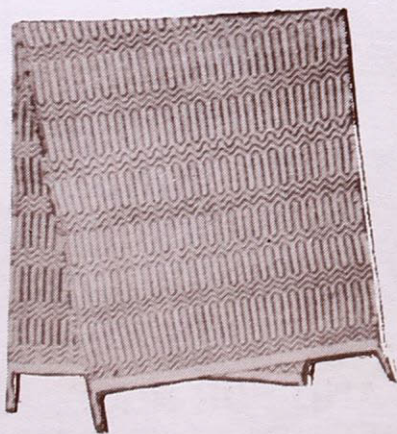
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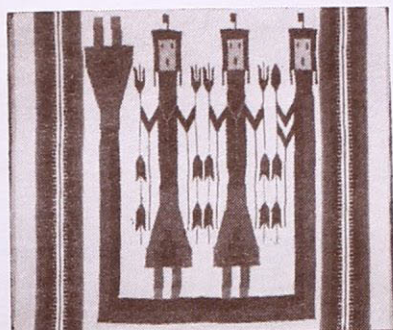
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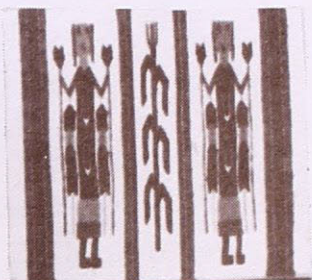
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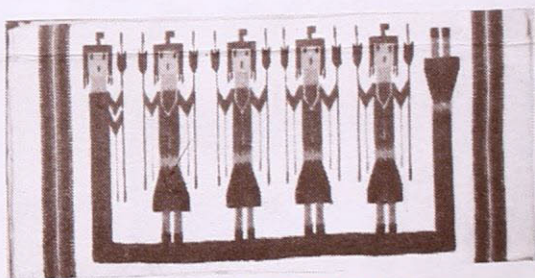


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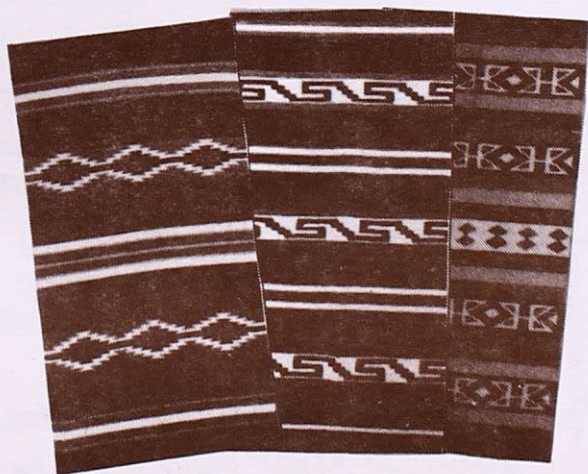


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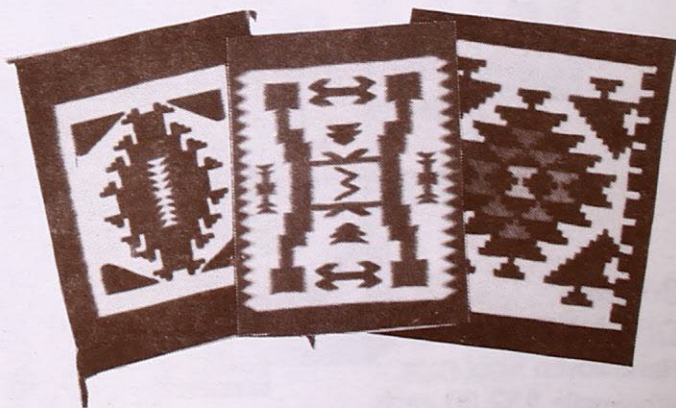
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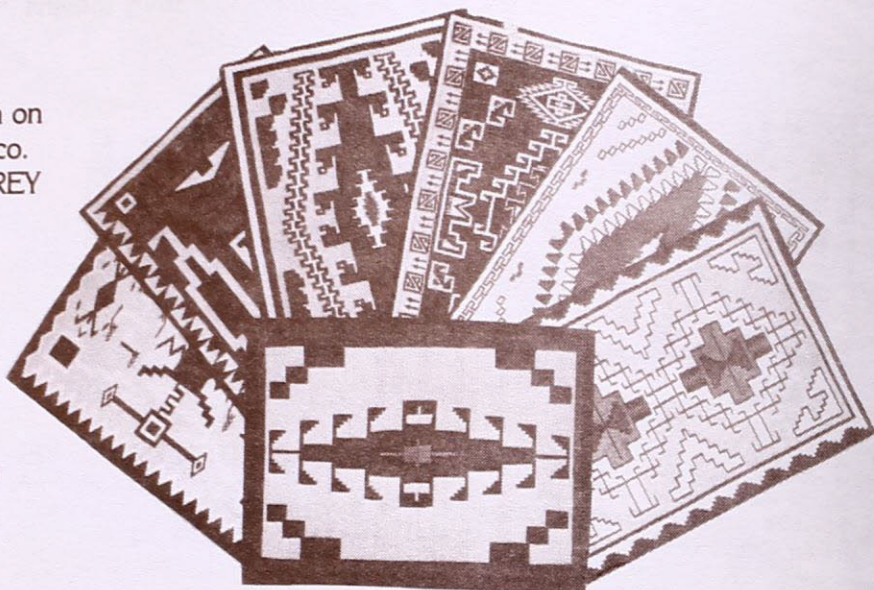
& white). Two gray hills patterns

have no red. Various ganado and

Klagetoh patterns also are

available in natural colors-no red.

**\$75.00 each / 3 for \$195.00**



## SANTA FE STYLE

A special combination of earth tone colors reflecting the richness and warmth of the desert southwest. These handwoven rugs and wallhangings represent the finest of old Indian patterns in colors compatible to today's decor. Dozens of designs and variations.

## GANADO

For those who prefer these designs in the more traditional ganado red colors, we weave several of the storm patterns, ganado, and klagetoh designs in red-gray-black and white. This is a traditional color scheme representing the western reservation areas.

## NATURALS

No dye added. 100% wool. The shades of white, light gray, dark gray, tan, brown and dark brown are obtained by blending various wool from white and black sheep. Storm patterns, diamond patterns, klagetohs, and other designs are available in these natural 100% wool weavings.

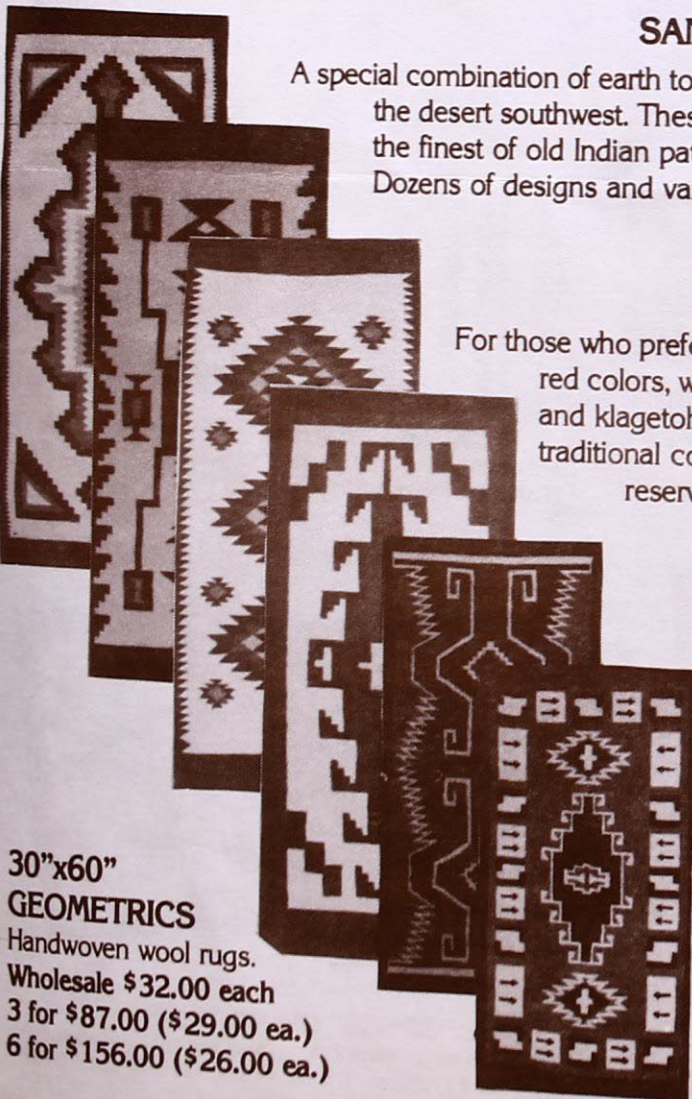
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Handwoven wool rugs.

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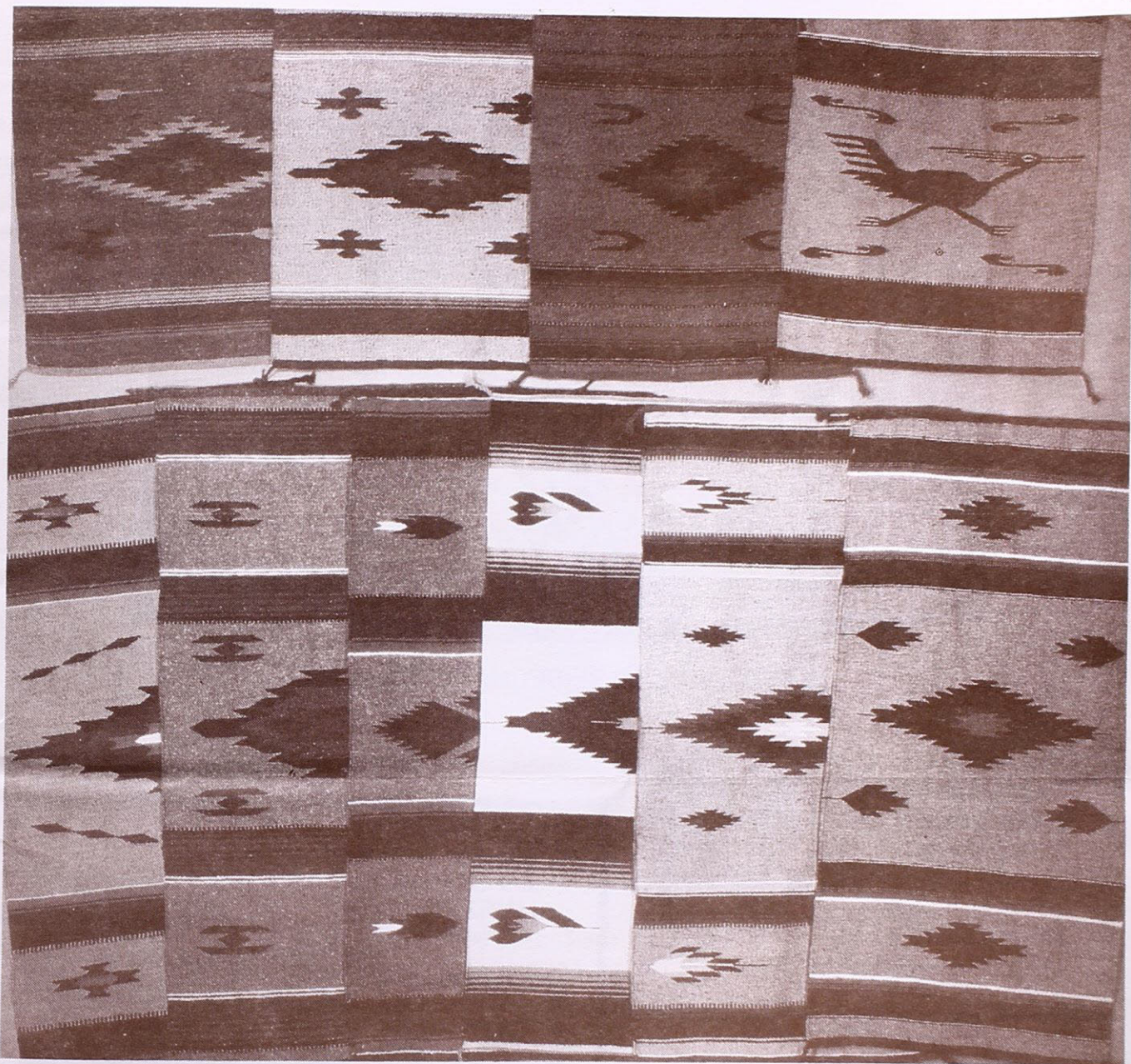
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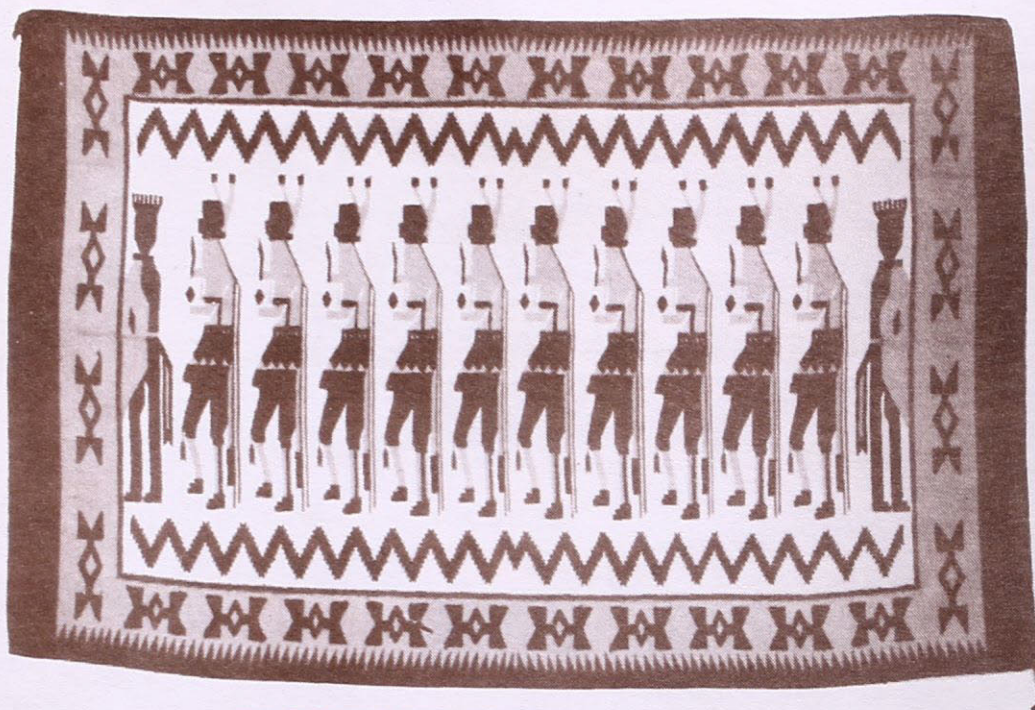
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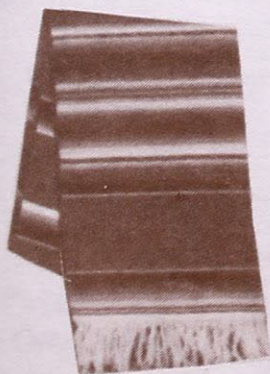
# SPECIAL WEAVINGS



FOX DANCER YEIBECHAI DESIGN

This design originated with the Navajo Indians, who perform this dance at their ceremonials. Handwoven of wool yarns in earth colors, this 4½ x 7' weaving is a beautiful wall hanging or rug. Handwoven by Indians in Mexico. Wholesale Price \$150.00

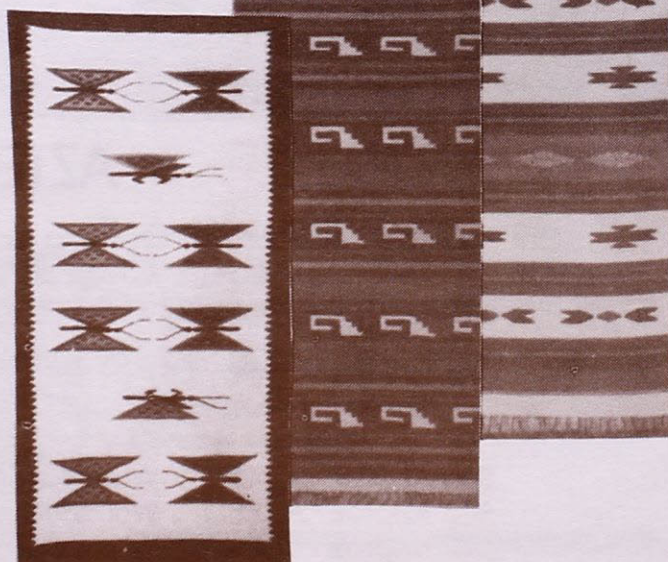
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**5' x 8'**

Giant 5'x8' traditional serapes, handwoven of lightweight cotton/acrylic yarns. Brightly colored stripes. Many uses; table cloth, bed spread, curtains, cut & sew, etc. Wholesale \$18.00 each / 6 for \$96.00 (\$16.00 ea.) / 12 for \$180.00 (\$15.00 ea.)

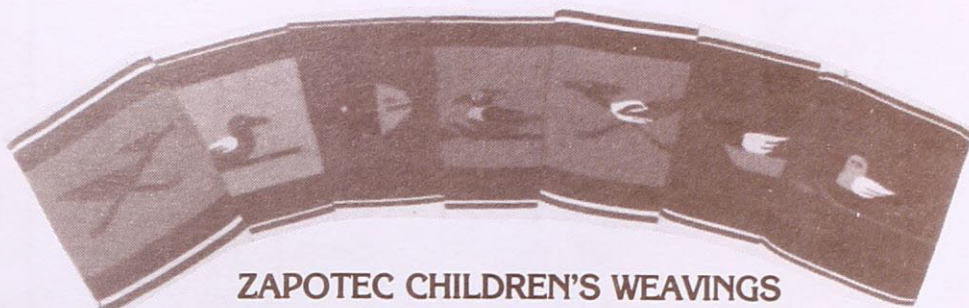
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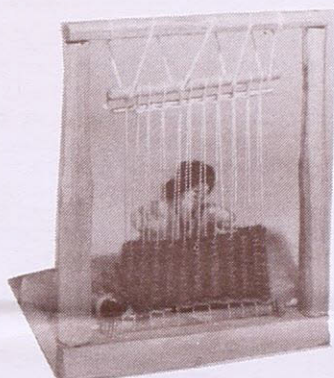
## ZAPOTEC CHILDREN'S WEAVINGS

In Mexico, weaving is a man's profession. The skill is learned by boys watching their fathers and older brothers work at the looms. By age 6 or 8, many children can produce simple designs on small weavings like the mats pictured above. These are handwoven by Zapotec Indian children. Size approx. 14 x 16". Various bird and animal designs. Wholesale Price \$5.00 each / \$4.50 each in 6 lot / \$3.50 each in dozen lot



## YEI MAT

Approx. 12 x 18" handwoven wool decorative mat. Wholesale \$6.00 each, \$5.00 each in 6 lot, \$4.50 each in dozen lot



## NAVAJO WEAVING DOLL

Genuine Navajo Made Weaving Doll

An authentic product of the Navajo reservation - the weaver at her loom. This handmade doll and loom depicts the way Navajo rugs are made yesterday and today. Approx. 8" tall. \$6.00 ea. (\$60.00 per dozen).



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Purse with fold-over flap. Approx. 12"x14"

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Assorted colors and designs.



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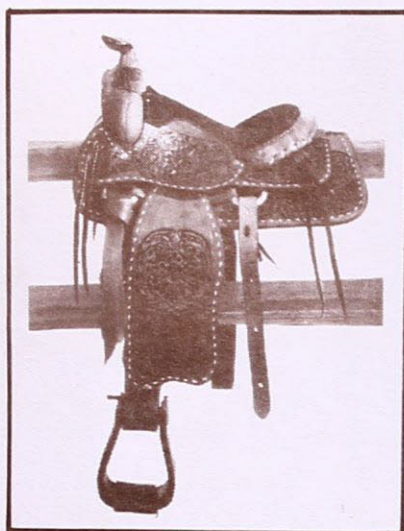


## ROADRUNNER CARRY BAG

Handwoven bag approx. 12 x 12". Open at top - book bag style. Braided strap. Wholesale \$5.00 each / \$4.50 in 6 lot / \$4.00 each in dozen lot

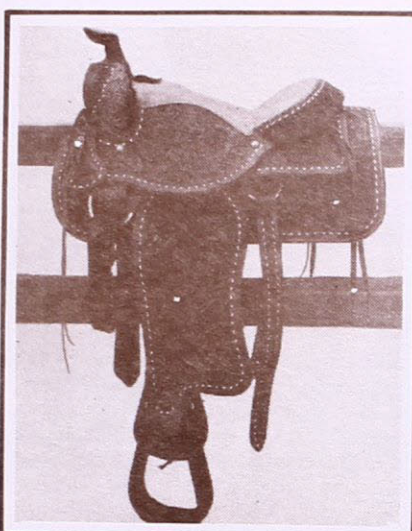


# TOP OF THE LINE MEXICAN SADDLES



## PLEASURE SADDLE \$150.00

Perfect for pleasure, trail, or parade, this handsome saddle comes in black, brown, blonde, oxblood, or antique finish. The 15½" seat is brown suede quilted with white topstitching. Attractive hand tooled designs embellish the skirt and fenders. Not recommended for roping. An economical all-around favorite. Wholesale price \$150.00.



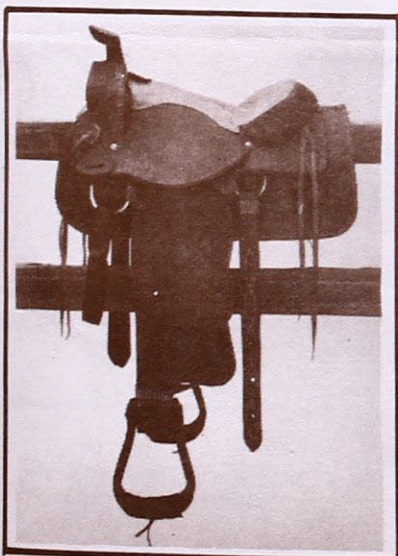
## RIDING SADDLE \$175.00

All around ridin' & ropin' by one of the old master saddle makers. Top quality leather — fully stamped. Rawhide covered tree. 16" seat. Wholesale Price \$175.00.



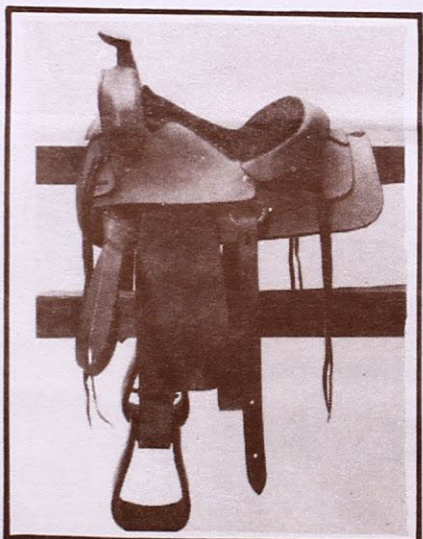
## ROPING SADDLE \$250.00

Don't let the "fancy" fool ya. This one's tough. Comfortable 15½ to 16" seat, full floral tooled pattern, set off with silver conchas. You'll be proud to own this one. Wholesale price \$250.00.



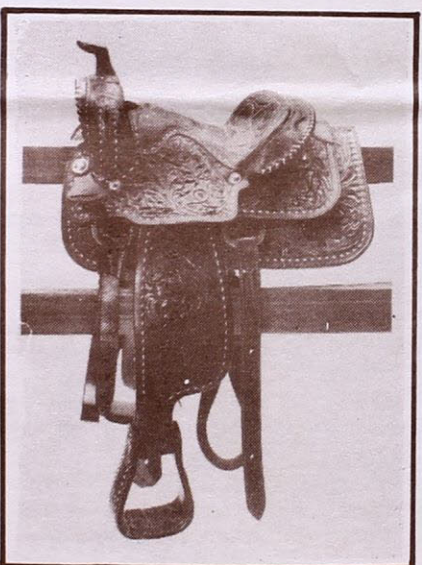
## RANCH SADDLE \$165.00

Plain and simple — Cowboy tough thick leather. 16" seat. Rawhide covered tree. A favorite with cowboys in Mexico. Wholesale price \$185.00.



## WORKING SADDLE \$190.00

Simplicity in style and durability of construction make this rugged saddle excellent for the working cowboy. The comfortable 15½ to 16" seat is brown suede quilted with white topstitching. The tough natural leather is handsome as is, or could be dressed up with silver saddle ornaments. An outstanding value. Wholesale price \$190.00.



## FANCY SHOW SADDLE \$250

This one's got it all. Fully tooled in rich brown leather, quilted leather 15½ to 16" seat, with buck stitching all around, and silver concha ornaments. A real attention getter on the ride or in the arena. Wholesale price \$250.00.

## MEXICAN SADDLES

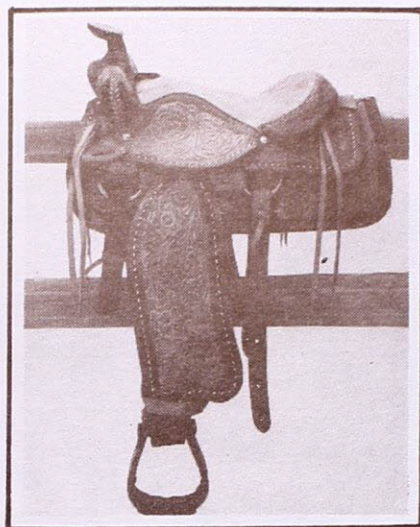
Hand-made — hand-tooled — rawhide covered trees — mostly American leather.

### MONEY-BACK GUARANTEE (30 DAYS)

We allow 30 days from receipt of merchandise to return or exchange any portion of your order. No used goods will be taken back. Notification must be made by phone or letter of intent to return any merchandise.

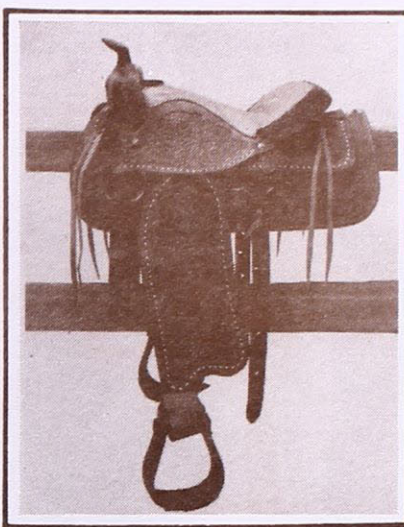


# MORE ECONOMICAL MEXICAN SADDLES



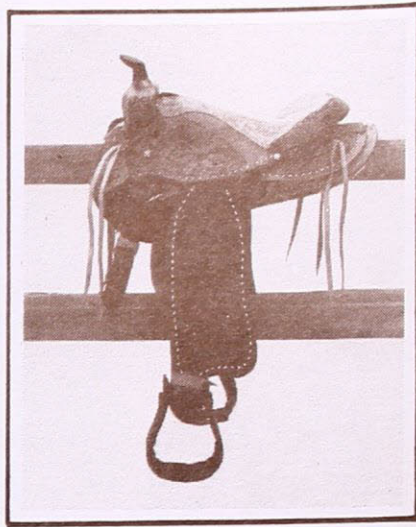
## MEXICAN COWBOY SADDLE \$140.00

A good beginners saddle. Rawhide covered tree. 14 1/2" seat. Fully stamped finish. Approx. 19 lbs. Not recommended for roping. Wholesale price \$140.00.



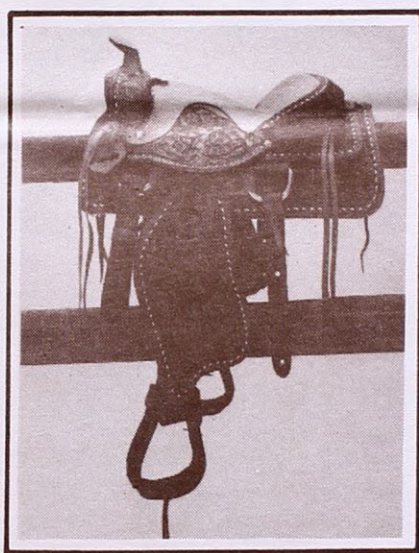
## ECONOMY SADDLE \$130.00

Good leader for special sale or auction ring. Plenty good for the weekend rider. Stamped rawhide covered tree. 15" seat. Wholesale Price \$130.00.



## SUPER ECONO SADDLE \$119

This popular "no frills" saddle is a consistent seller. Stamped finish. Rawhide covered tree. 15" seat. Try this leader item. Wholesale price \$119.00.



## FANCY JUNIOR SADDLE \$125

All around favorite - fully stamped. Sure to please the young cowboy. Rawhide covered tree. 13" seat. Rigging - full double. Wholesale price \$125.00.



## JUNIOR SADDLE \$60.00

12" seat - popular seller. Fully stamped - 11 lbs. Canvas covered tree. Wholesale price \$60.00.



## CHILD SADDLE \$44.00

10" seat - fully stamped - sure to please any child. Canvas covered tree - 7 lbs. Wholesale price \$44.00.

## RIDING & ROPING GAUCHO STYLE

The gauchos (cowboys) of the South American Pampas (grasslands) have their own style of riding. For extra comfort, they throw a sheepskin OVER their saddle.

To round up wayward cattle, they throw their "bolos" which wrap around the steers legs and bring them to a halt. Bolos are a unique item for western stores. Wholesale price each \$4.75 (Dozen lot \$42.00).





# RANCH HOUSE RUGS

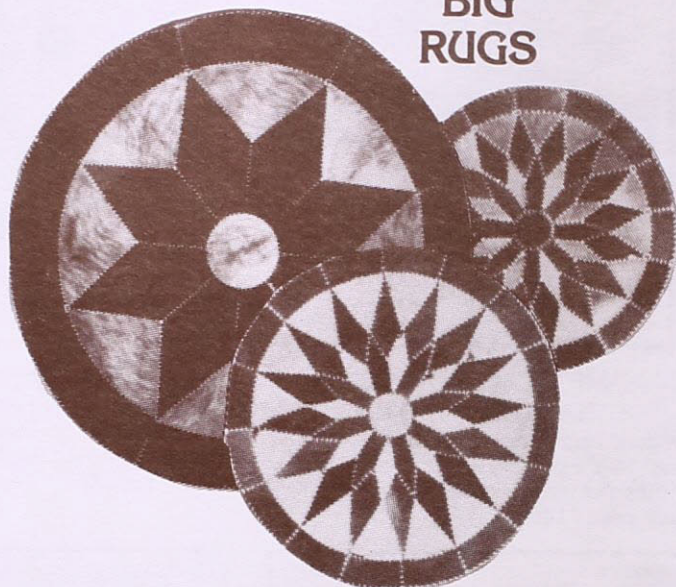
SUPERB QUALITY FROM THE  
FINEST TANNERIES IN BRAZIL



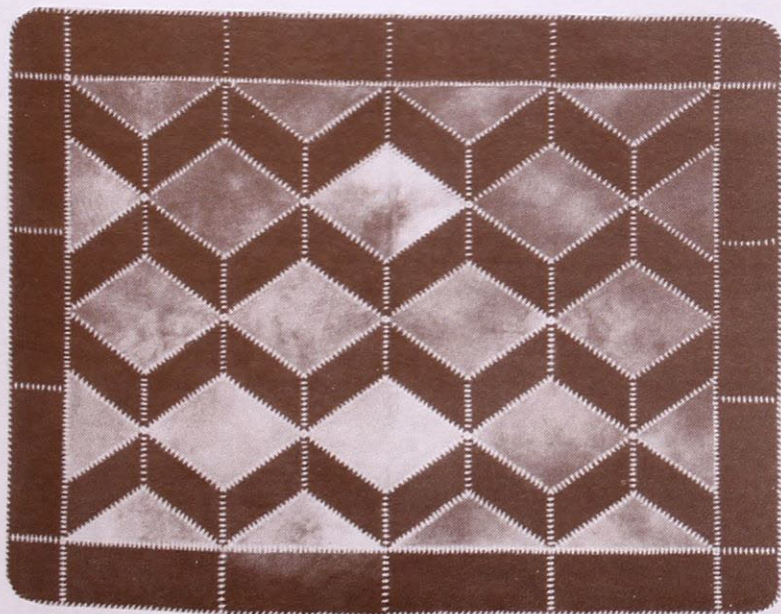
NATURAL FORM HEREFORD  
STEERHIDE Approx. 32 sq. ft.

Wholesale \$85.00 each

## BIG RUGS



## HAND LACED PATCHWORK COWHIDE AREA RUGS



	Wholesale	In 6 Lot
3' Diameter	26.00	24.00
4' Diameter	35.00	33.00
5½' Diameter	65.00	60.00
6½' Diameter	85.00	80.00
28" x 56"	35.00 ea.	32.00 ea.
3' x 7½'	65.00 ea.	60.00 ea.
5' x 7'	95.00 ea.	90.00 ea.
6½' x 7'	145 ea.	135 ea.

Due to limited supplies and seasonal availability of cowhides, variations in color and design can be expected. Orders are shipped assorted. Notification will be made if there is undue delay in shipping your order.

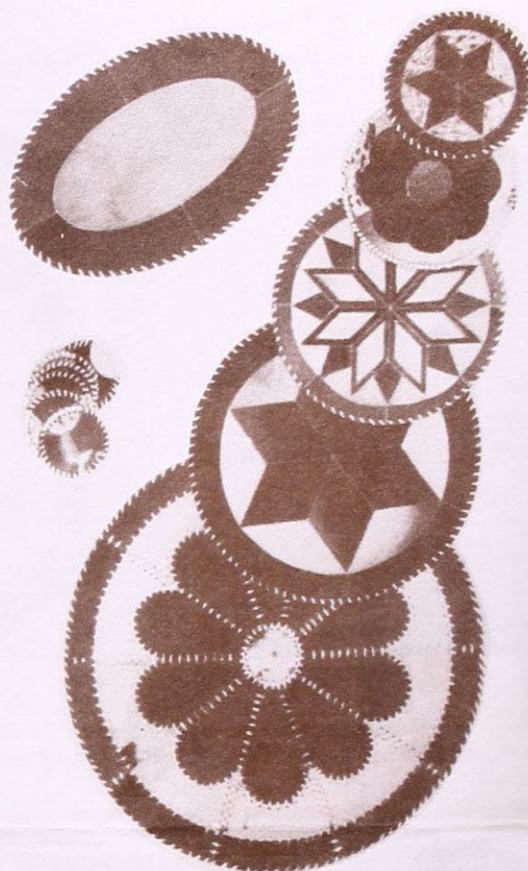


## PATCHWORK COWHIDE MATS AND RUNNERS

Wholesale    6 Lot    Dozen Lot

### 6 Coasters

	Wholesale	6 Lot	Dozen Lot
6 Coasters	\$6.00 ea.	\$5.50 ea.	\$5.00 ea.
Oval (14 x 21")	\$6.50 ea.	\$6.00 ea.	\$5.00 ea.
10" Round	\$2.25 ea.	\$2.00 ea.	\$1.50 ea.
12" Round	\$3.00 ea.	\$2.50 ea.	\$2.25 ea.
16" Round	\$5.00 ea.	\$4.50 ea.	\$4.00 ea.
19" Round	\$7.00 ea.	\$6.50 ea.	\$5.75 ea.
27" Round	\$15.00 ea.	\$14.00 ea.	\$12.00 ea.

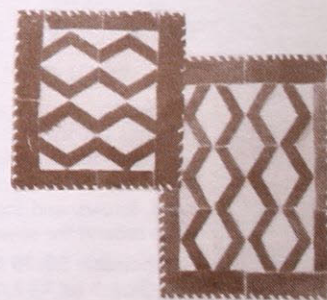
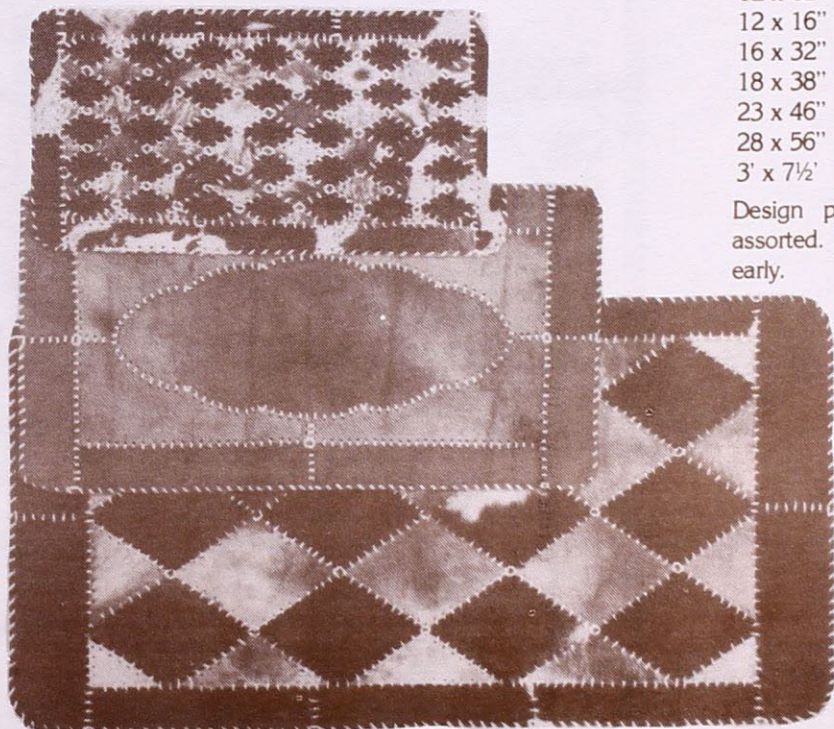


## RECTANGULAR MATS AND RUGS

Wholesale    6 Lot    Dozen Lot

12 x 12"	\$3.50 ea.	\$3.25 ea.	\$3.00 ea.
12 x 16"	\$5.00 ea.	\$4.50 ea.	\$4.00 ea.
16 x 32"	\$11.10 ea.	\$10.00 ea.	
18 x 38"	\$16.50 ea.	\$15.00 ea.	
23 x 46"	\$22.00 ea.	\$20.00 ea.	
28 x 56"	\$35.00 ea.	\$32.00 ea.	
3' x 7½'	\$65.00 ea.	\$60.00 ea.	

Design patterns are varied. Orders are shipped assorted. Supplies are limited. Place holiday orders early.



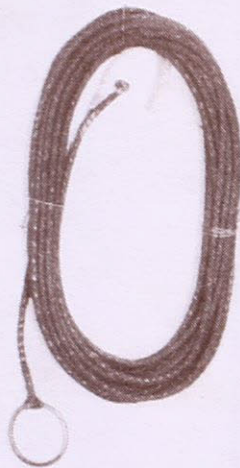


# LEATHER PRODUCTS



## TOOLED LEATHER SADDLE PURSE

Handcrafted in Mexico.  
Wholesale \$27.00 each  
6 for \$150.00 (\$25.00 ea.)



## SOUTH AMERICAN RAWHIDE ROPE

(REATA) Approx. 55'-65' Long  
Limited supply — collector's item.  
Wholesale \$32.00 each / 6 Lot \$30.00 each



## PISTOL BELTS 38 & 22 CALIBER

Assorted Sizes  
Wholesale \$15.00 each  
Dozen Lot \$13.50 each  
50 Lot \$12.75 each

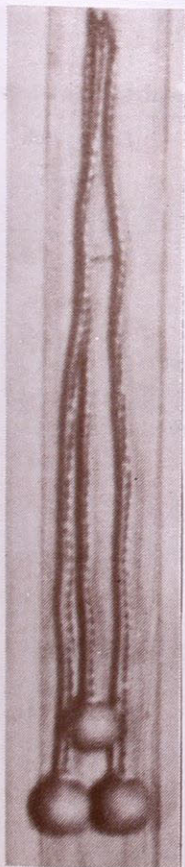


## GENUINE COW LEATHER RIFLE SCABBARD PLAIN



## HAND-TOOLED

PLAIN — \$11.00 each / \$8.75 in Dozen Lot  
TOOLED — \$13.50 each / \$11.00 in Dozen Lot



## LEATHER STOOL COWHIDE SEAT

Approx. 17" Tall  
Wholesale \$14.00 each  
6 for \$72.00

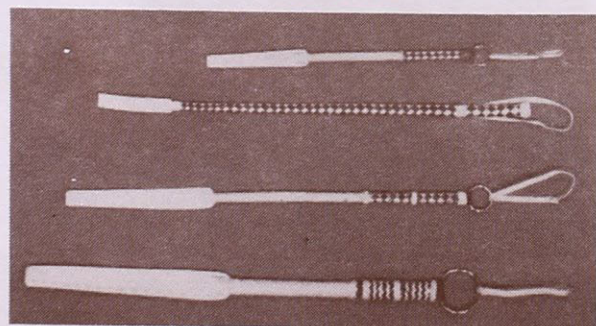
## "BOLO's"

In South America, the gauchos use these to round up cattle for branding. He twirls the bolos above his head, throws, and the cords wrap around the steers legs.

Wholesale \$4.75 each  
Dozen lot \$42.00

A UNIQUE WESTERN STORE ITEM

## WHIPS



## WHIPS FROM BRAZIL\*

*Handlaced, fine quality rawhide.*

17" Rawhide Quirt #2 — \$2.50

25" Rawhide Bat #3 — \$3.00

26" Rawhide Bat #4 — \$4.00 (Fancy)

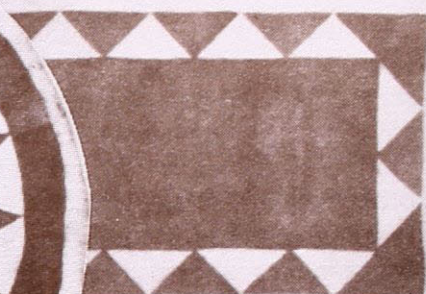
28" Heavy Brazil Bat #6 — \$4.00

\*NOTICE: Subject to availability. Very limited supply.  
Handmade exclusively in Brazil for  
EL PASO SADDLE BLANKET COMPANY.



# FUR RUGS AND PELTS

MERINO SHEEPSKIN RUGS HANDCRAFTED IN BOLIVIA



**APPROX. 2'x3'**  
**OWL OR BUTTERFLY**

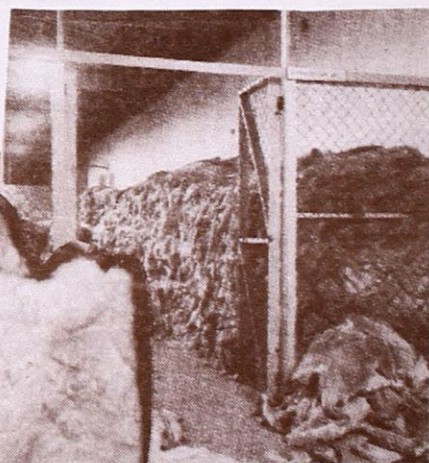
Wholesale \$28.00 each  
3 for \$75.00 (\$25.00 ea.)  
6 for \$144.00 (\$24.00 ea.)

**APPROX. 6' DIAMETER ROUND**  
**MERINO SHEEPSKIN RUGS**

Wholesale \$80.00 each  
3 for \$225.00 (\$75.00 ea.)  
6 for \$420.00 (\$70.00 ea.)

**APPROX. 4'x6' WHOLESALE \$75.00 each**  
3 for \$210.00 (\$70.00 ea.) / 6 for \$390.00 (\$65.00 ea.)  
Assorted patterns in shades of golden browns, black and white.

**NATURAL LAMBSKIN PELTS**  
**FROM THE FINEST TANNERIES IN BRAZIL**



**SOFT!!**  
**NATURAL COLOR**  
**LAMB AND SHEEPSKINS**

**LAMBSKIN PELTS**, Approx. 5 to 5½ sq. ft. Wholesale \$16.50 each / 6 for \$87.00 (\$14.50 ea.)

**LARGE SHEEPSKINS**, Approx. 6 to 7 sq. ft. Wholesale \$22.00 each / 6 for \$120.00 (\$20.00 ea.)

Excellent for throw rugs, car seat covers, cushions, decoration, etc.

**NOT PICTURED: ICELANDIC SHEEPSKIN PELTS — VERY PLUSH.** Snowy white, extra long hair, silky pelts of polar sheep from Iceland. Approx. 6 to 7 sq. ft. Wholesale \$33.00 each / 6 for \$180.00 (\$30.00 ea.). Limited supply of black, gray, brown or spotted.



# EL PASO SADDLE BLANKET COMPANY

## A BRIEF HISTORY

El Paso Saddle Blanket Company began its operation in 1970 in Juarez, Mexico. Six weavers started the experimental project making saddle blankets. Although genuine Navajo blankets had long been favored in the Southwest, they began to price themselves out of the market, and the more reasonably priced Mexican saddle blankets were seen as suitable substitutes. Before long, Indian traders and dealers were requesting Navajo "rug" designs as well as the striped saddle blankets. Much skill and practice is required to do the complicated geometric patterns such as Teec Nos Pos, ganado, and Two Grey Hills. Handweaving is a tedious task in all respects, whether it be on a Navajo loom or the horizontal Mexican loom. To produce a fine rug, good yarn, good dye, and a good design pattern is essential. Years of experimentation and improvement have gone into the finished product you see today. In 1975 a new dimension was added to the weaving program. Permits were obtained to take American synthetic carpet yarn into Mexico. This was the beginning of the AZTECA line — the most durable hand woven rugs available.

Today the labor pool of weavers stretches far beyond Juarez. Families of weavers deep in Mexico and Central America produce rugs, blankets and serapes. These are Indian people — descendants of the Maya. Most, except for young school children, still speak their Indian dialects instead of Spanish. A weaver is a respected artisan, and gains more income weaving than at most other jobs available to them.

## BEYOND MEXICO

El Paso Saddle Blanket has extended its operations into Eastern Europe and South America. In cooperation with the finest tanneries in Brazil, we now offer sheepskin pelts, Hereford hides, and hand laced cowhide rugs. The sheep and cattle

industry in Brazil is on par with American Technology, producing meat and hides of excellent quality respected worldwide. Besides Brazil, we import from Bolivia, Peru, Iceland, and in the near future Argentina. Our export business includes every continent.

## WHAT'S NEW

The most exciting new project of El Paso Saddle Blanket, is its weaving program in Romania. Rugs being produced there fill a special need that no other can — BIG RUGS. In Mexico large looms are practically non-existent, and as for large Navajo rugs, price is a problem as well as availability. The Romanian weaving features the most exquisite of classic Navajo patterns in sizes up to 9'x12'. Workmanship is unparalleled and the detail of design magnificent. These rugs are an exciting innovation and worthy companion to rugs of any culture.

## HOW LONG WILL IT LAST?

The appreciation for fine handwoven rugs has come down through the centuries. As the technology of the 21st century grows ever more intimidating, certain items such as handwoven rugs are cherished all the more.

## SPECIAL THANKS

Our thanks to the hundreds of loyal customers who have ordered our products through the years. We strive continually to bring you the best quality hand-crafted products at the lowest possible price.

When you're in El Paso, please come see us at 5000 Alameda. Our new 6000 square foot showroom has thousands of items to choose from. If it is not possible to come to El Paso, call our toll-free 800 number to place your order. We can usually ship within 10 days.



# MAIL ORDER POLICIES — 30 DAY GUARANTEE

All our handwoven rugs and leather products are guaranteed to be of highest quality. Exchange or refund given if not totally satisfied. We allow 30 days from receipt of merchandise to return or exchange any portion of your order. No USED goods will be taken back. Notification must be made by telephone or letter of intent to return any merchandise. Minimum mail order purchase \$100.00. In order to keep the lowest wholesale-jobber prices, we do not generally offer credit terms.

Prices subject to change without notice.

## TOLL-FREE ORDER LINE 1-800-351-7847

### ORDER FORM

Allow 17-21 days delivery. Minimum order \$100.00.

Quantity	Description	Unit Price	Total

Company Name \_\_\_\_\_

Street Address \_\_\_\_\_

City, State, Zip \_\_\_\_\_

Phone Number \_\_\_\_\_ Signature \_\_\_\_\_

Purchase Order #, if any \_\_\_\_\_

☐ I enclose payment for merchandise and estimated shipping.

☐ I prefer to receive my order C.O.D.





CLOISONNE  
VASE  
5-INCHES

#45



CLOISONNE  
3-INCH.  
W/O LID

#46



CLOISONNE-  
4-INCHES  
W/O LID

#47



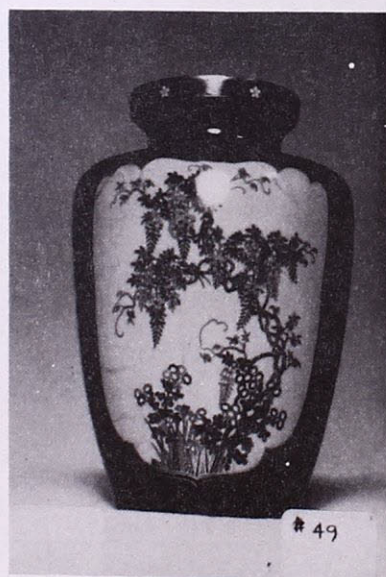
CLOISONNE  
ON  
PORCELAIN  
9-INCH

#48



CLOISONNE  
6 3/4-INCH.

#49



#49



# STOLEN PROPERTY



MEISSEN  
"BOWLER"  
PORCELAIN

14-INCH  
TALL



JAPANESE  
CLOISONNE  
SILVER  
WIRES

#7  
5-INS

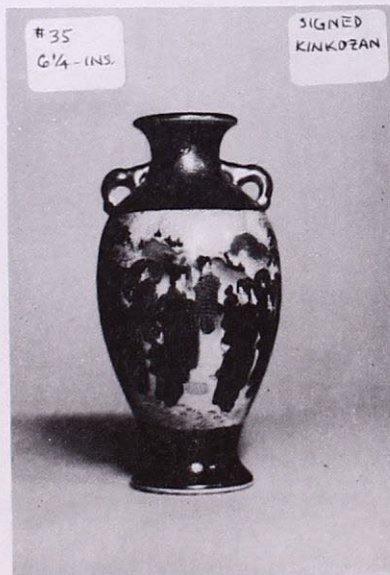
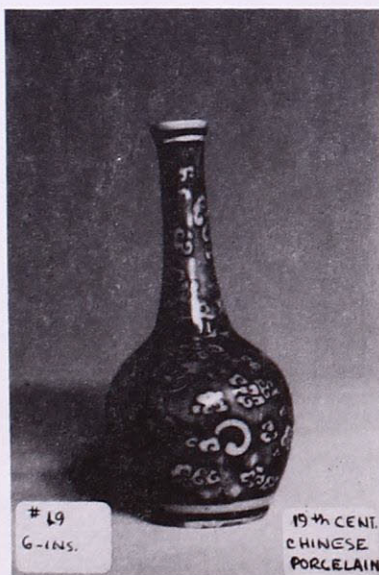
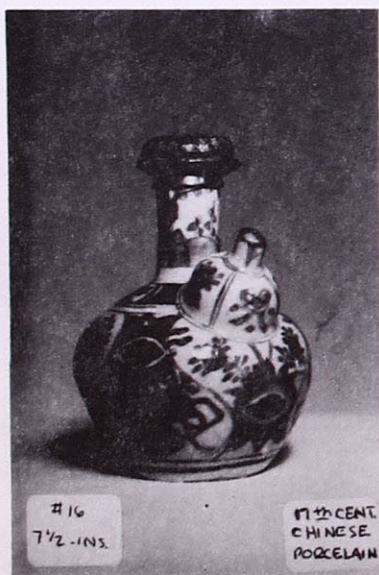
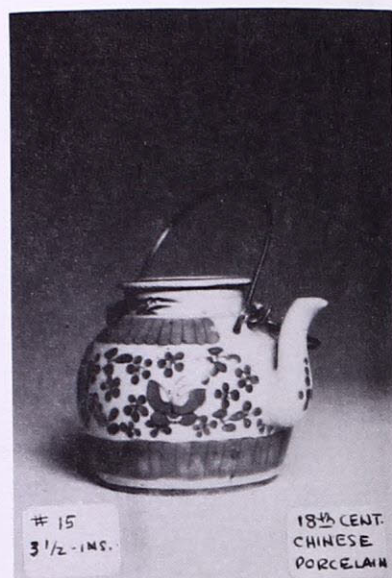
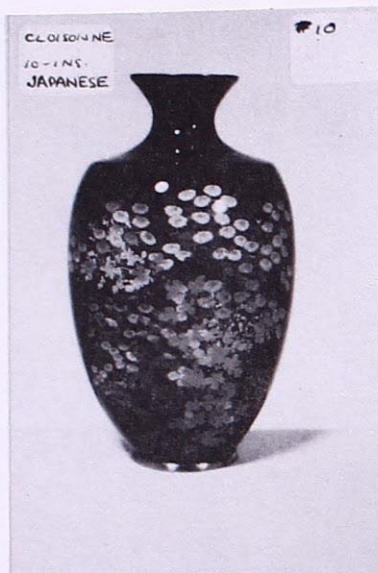


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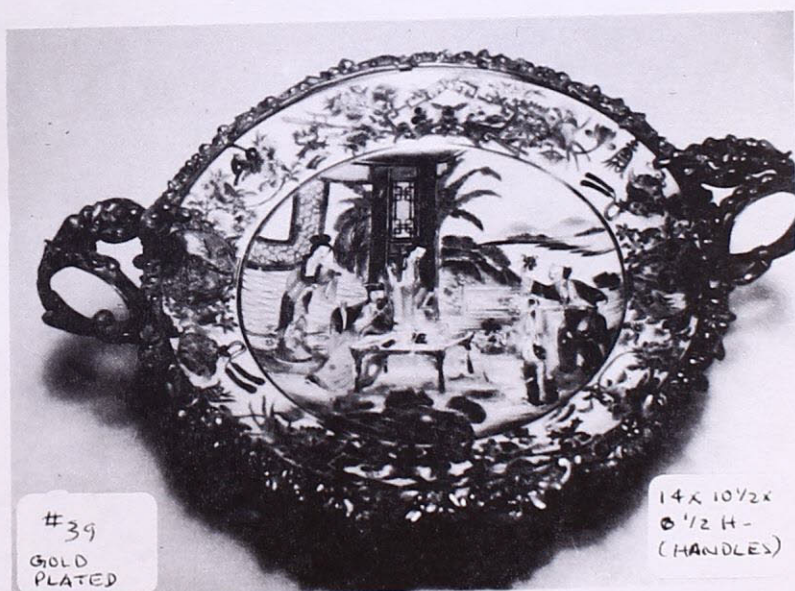
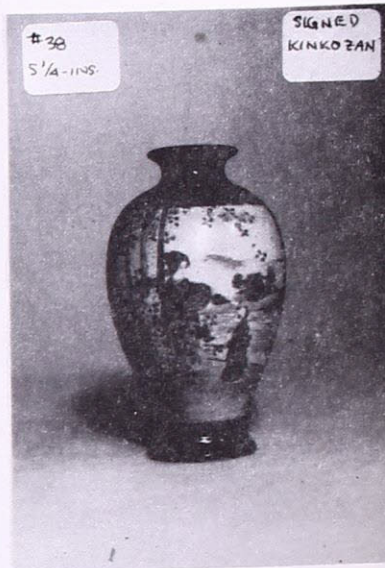
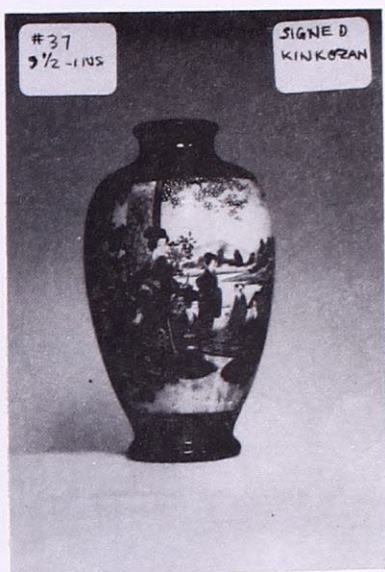
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**2790 Sherwin Ave., Unit 10**  
**Ventura, CA 93003**  
**805/644-5837**

299 329











MR. ROY YEASLEY  
716 - FAIRVIEW DRIVE  
CALGARY, ALBERTA

# Antique

# Car Bangle

EDMONTON, ALBERTA

NOVEMBER-DECEMBER, 1966

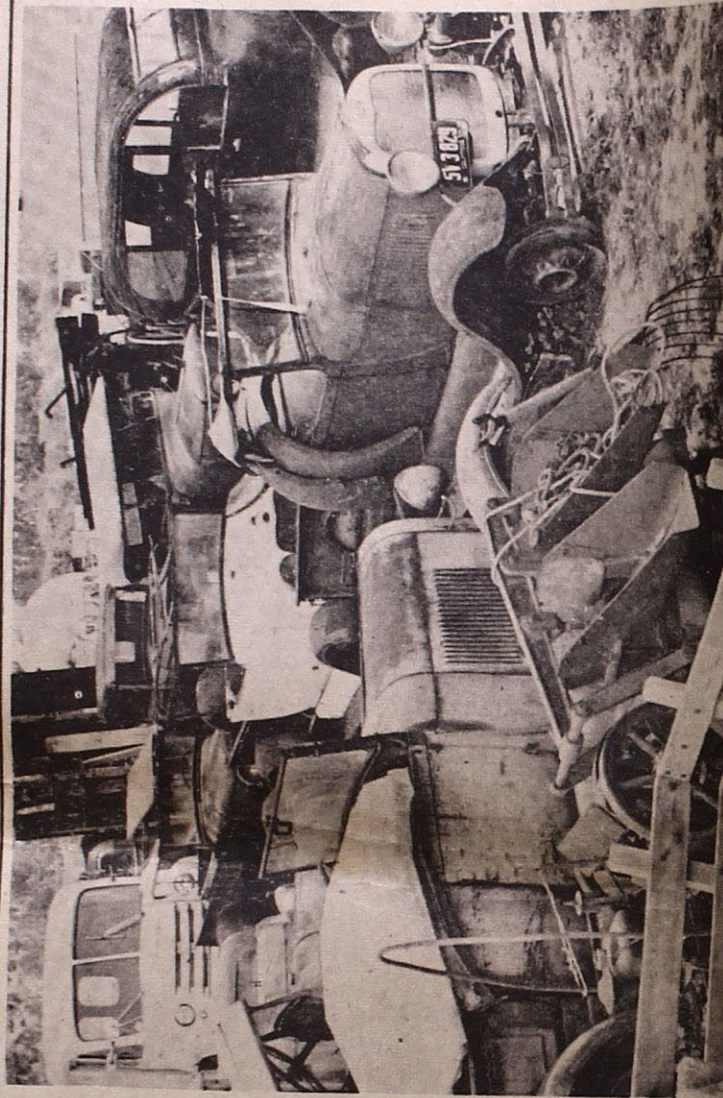
## Museums ons Fail

ars many heated discussions  
s and cons of private collec-  
s, automobile parts, as well  
ems.

n a fairly large collection of  
all under auction in Calgary.

have been unimpressive collec-  
tions. Rightly, some of the  
items contained in the collec-  
tion were really note-worthy,  
but the poor lighting, dusty,  
dirty conditions, muddy pathways  
with lack of identification on  
items and the general disorder,  
certainly overshadowed anything  
worth-while. I consider myself  
more than casually interested in  
items such as these, so you can  
be well assured that if people  
such as myself don't return  
again, the casual visitor certain-  
ly will not either.

Probably the most regretful  
thought in the failure of these  
collections is that in so many  
cases the items are forever lost  
from the localities to which they



Collections such as this so often are lost forever to the local enthusiasts. They are either shipped out of the country or are sold at auction, in which case the prices paid are unreasonable.

have an historical interest. So many of the items have been contributed in good faith with the idea that they would be forever in the area. But then the

project fails and the disgruntled owner sells everything, maybe even to out of province, or out country buyers. The former museum owner has his pockets

full of money, the purchaser has his historical items and the people of the area are left with nothing.

So who lost in the exchange?

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A 1911 Franklin touring owned by a north central Alberta Museum.

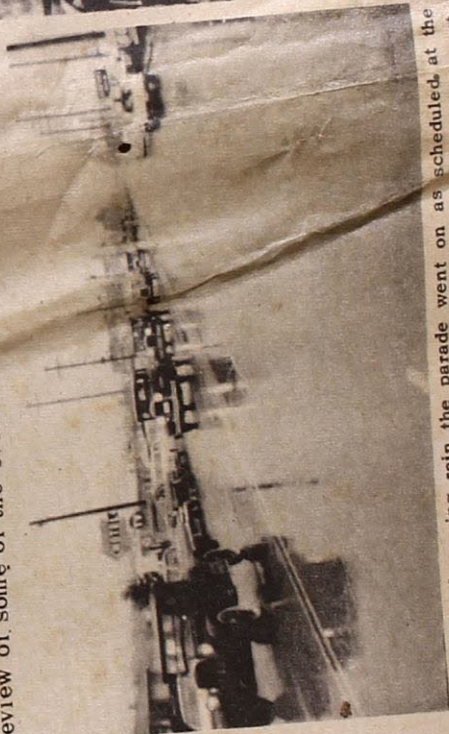


A very desirable 1906 Maxwell roadster from the same collection.

The future of this museum is very uncertain

## A Year Of Good Antique Motoring

For the final issue of 1966, we present a picture review of some of the events in 1966.



In spite of pouring rain the parade went on as scheduled, at the "International." This meet is becoming the biggest and most important event of each year.



A Sunday gathering at Elk Island Park, Alberta. Bob England's prize winning 1917 Model T Touring in the foreground. To the rear is Bill Nicholson's 1929 Plymouth Coupe.

Continued on page 3





## Antique Car Bugle

Published at Edmonton, Alberta, every alternate month, to assist in the acquisition, restoration, preservation, salvage, and maintenance of, and to promote interest in recognized classic cars; cars built prior to 1935, and cars of special interest, their accessories, historic lore and associated items.

Address for mailing: Antique Car Bugle,  
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Editorial Staff: Tony Moore, Al Litke.

Advertising: Lola Murphy,  
Business Manager: P. W. Bass,  
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Le Chauffeur, Antique Times and The Hub, Nanaimo.

### Return Postage Guaranteed

Authorized as second class mail, Post Office Department, Ottawa, and for payment of postage in cash.

## Editorial

Some very pertinent observations on the purposes of a publication such as the "Bugle" were brought out at a recent club meeting.

It would appear that in our attempt to create the beginnings of an inter-provincial paper for antique and vintage car lovers, we have forgotten that the membership of these various clubs are, in all other respects, quite ordinary human beings. In doing so, we have definitely tended to gloss over the personal aspects of

## Letters To Editor

Edmonton, Alberta  
October 12th, 1966

The Editor  
Dear Sir:—

As an enthusiastic owner of an antique car, I wish to make public my disgust with the present leadership of the local club. As other car owners will realize, we antique car owners give our cars very careful attention, not only for show purposes, but because of the very real feeling of pride we get when our car is in top shape.

Recently, the Edmonton Club held a judging meet, and the weather was wet and unpleasant. I was requested by one of the Judging Committee to bring my car out to be judged. This I did, and to my shock, when I arrived at the judging area, the judges had all gone home. This would appear to me to be in the most shocking taste, and I am not at all sure that I wish to continue my association with the club. Have any other readers had similar treatment at the hands of this autocratic body?

Yours truly,

(Name unstated)

Reply:  
Well \*

### THE EDMONTON ANTIQUE CAR CLUB BOX 102, EDMONTON, ALBERTA.

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President ----- Jack McMann  
Vice President ----- Al Litke  
Corresponding Secretary ----- Dave Kjorlien  
Treasurer ----- Steve Hryniew  
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Treasurer ----- Tim Brown

#### DIRECTORS:



our readership, with the result that there is now a very evident lack of contact between the editors and readers. We accept the responsibility for this failing, and would not try to offer any excuse for the same. However, we also think that any improvement in this area is a joint responsibility, and if we have been negligent in gathering items of personal interest to club members, it is also indicative of a lack of initiative among those people who have something to tell us.

The production of a paper of this type depends mostly on the quality and interest of those persons directly responsible for the editorial and subject content, and it must be obvious to most car enthusiasts that to write on automobile matters with any intelligence and authenticity, especially on such a restricted subject as antique and vintage cars, a certain amount of plagiarism is unavoidable. Really original copy can only be presented if it is made available to us, and sadly, even with our own shortcomings admitted, co-operation from various club memberships has been scarce to say the least. We therefore stand before you (metaphorically), heads bloody, but unbowed, willing and anxious to please, but we do need some help.

## STAND UP AND BE COUNTED

Around this time each year, most clubs are thinking about the election of new executive. It is an unfortunate truth that often the best men are either not available, or even if they are, are not elected.

It should also be remembered that the introduction of a non-conformist and argumentative type is very often a good thing. Clubs have a habit of accepting the executive they think they have elected ("think" being the operative word) and then bewailing the shortcomings of these people when they are in office.

You may be quite sure that most executive members are doing as good a job as they can, and if there should be any doubt about this, it would be as well for the general membership to examine their own contribution

Calabar Wesleyan Mission School  
Calabar, Ghana.  
August 11th, 1966

The Editor,  
The Antique Car Bugle,  
Edmonton, Alberta.

Honoured Sir:

Make I to introduce myself — I be fine past all Yoruba boy at this mission scholl wher I am making all fine chop for we all boys and masters. I am getting your fine paper from one master who go to your town this year and I hope you go be fit to send this paper to me please. We do not catch all cars an trucks here for Lagos and in Ibadan the peopl go drive cars.

Aha sir, you go catch all plenty money for canada, but we here no be fit to have all the money and no catch fine cars past all like canada.

I tell you true sir, how you can help me to come to your fine country where I will be your servant. I am strong strong boy and good driver with Gods help and ver careful past all. I look after you and you wive and piccin and sir knowing you will help this boy fine fine past all.

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**FOR SALE:** Sets of seven beautiful colored picture post cards; 1908 Packard roadster, 1913 Marmon speedster, 1908 Maxwell roadster, 1906 Winton, 1914 Ford roadster, 1905 International high-wheeler and 1912 Buick roadster. \$1.00 per set of seven or can be had on exchange basis for other sets of postcards or pictures. Bert Buckler, 6593 Ste. Therese Road, Chambly Bassin, Que.

**TRADE:** A 1925 Packard Moto Meter rad cap and Flying Lady rad ornament. All one complete unit. Would like to trade for 1930 Packard rad cap and ornament. Also would like to buy stone screen for 1930 Packard. Stan Elliott, RR#1, Arva, Ontario

**AVAILABLE:** General Antique Catalogue, \$1.10. B.S. Wianiewski, Inc., 1811-1817 South 2nd St., 201-245 West Maple St., Milwaukee, Wis., 52304, U.S.A.

**NEED BADLY:** Six 1933 'Chrysler 6' hub caps. Al Litke, 12711-93 St., Edmonton, Alberta

**FOR SALE:** 1933 Nash grill shell and radiator, complete; 1926 Essex two door body parts or trade for 1938 Olds parts. Four 500x550x20 tires, good condition, reasonable. Bob Allan, 20 Hutton Cres., Calgary, Alta. Phone 255-1863.

**FOR SALE:** 1929 Plymouth four cylinder engine complete with transmission and most accessories. Alec Daviduk, 34 Northmount Crescent, Calgary, Alta. Phone 277-8932

**FOR SALE:** 1928 Studebaker President 8 limousine, excellent original condition. Best offer. Richard Wise, 3250 Forest Hill Ave., Montreal, Que.

**FOR SALE:** 1931 Ford Pick-up truck completely overhauled. Needs interior cab work for mint restoration. \$350.00. C.G. Chapman, 153 Seven Oaks Ave., Winnipeg 17, Manitoba.

**WANTED:** Any information to whereabouts of 1932 Buick. Peter Koopmans, 618-6 St., N.W., Calgary, Alta. Phone 282-7608

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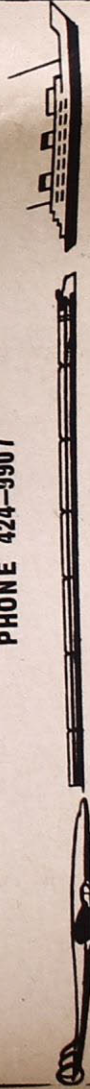
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FOR SALE: 1926 Ford Touring Sedan, in good condition, Charlie Fletcher, 13903-135 Ave., Edmonton, Alta. Phone 454-1082.

FOR SALE: 1928 Chev coach, 58,000 miles, fully restored. Price to be discussed. Jim Watson, 29 Allenbrook, Dollard des Ormeaux, Quebec.

FOR SALE: One new 5:25-5:50x17 Tire, \$10.00. One set fold-down chrome windshield posts for a Model "A" Roadster, \$4.00. O. Nickall, Cedar P.O., B.C.

WANTED: For a 1938 Lincoln V12, distributor and wire harness, hub caps, radio, clock, horns and manual. Bob Marsh, 8731-67 Ave., Edmonton, Alta. Phone 466-6988.

FOR SALE: 1917 Studebaker 7-passenger touring. Restored, new tires, side curtains. Complete - a big car. \$250.00 Jack Kern, 113 Marlboro Drive, Hamilton, Ontario.

FOR SALE: Four very good 650x21 six-ply tires. Also three 650x21 six-ply tires. Includes tubes. Write to Ken Stratton, 36 Baker Cres., N.W., Calgary, Alberta.

FOR SALE: 1933 Plymouth Sedan, 6 cyl. Good upholstery, body and motor. Phillip Rutledge, 5 Camelot Crescent, Don Mills, Ont.

CARS FOR SALE: 1926 Nash Sedan, \$150.00; 1932 DeSoto Sedan and 1932 DeSoto Roadster, both for \$550. Bruce Forster, 333 Centennial Road, West Hill, Ontario.

FOR SALE: Collection of over 500 vintage car license plates. Some parts for 1930 Studebaker and Packard. Guy Hamelin, 387-34th Ave., Lachine, Quebec.

WANTED: Set of top bows for 1929 Ford Roadster. Lawrence Orchard, Box 433, Vulcan, Alta.

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FOR SALE: 1931 Chev coupe from original owner. \$750. Mr McLaughlin, 516-19 Ave., S.W., Calgary, Alberta. Phone 262-1648

FOR SALE: 1931 Buick Straight 8 sedan, 80% restored. N. Larson, 4807-23 Ave. N.W., Calgary, Alta.

WANTED: Radiator for 1911-1913 White automobile. Also any pictures showing what the body looks like. Also need for 1934 Packard 8, one hub cap, hood ornament, crank hole cover and owners manual. Fred Bell, RR#1, Ladysmith, B.C.



# A Year Of Good Antique Motoring

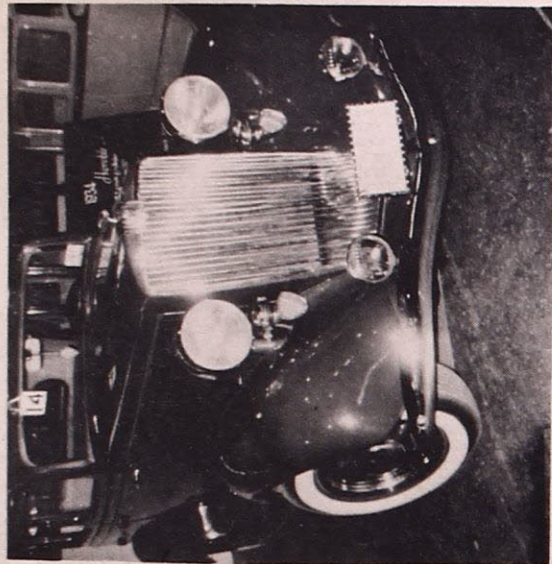
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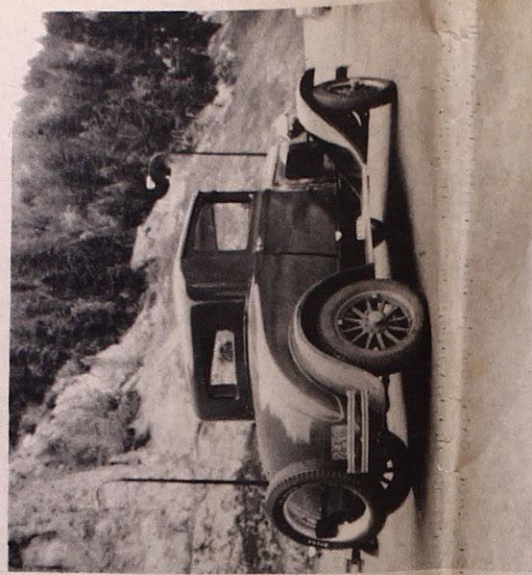
Some "local colour" at the Canadian Antique Car Derby, Hinton, Alberta. Mr. and Mrs. Harold Granger and friends.



Wayne Gillespie twists the starting handle on his T Ford. Canadian Antique Car Derby, 1966.



The Second Annual Mid-Way Meet at Red Deer was a very successful weekend event with cars from Edmonton, Calgary, Red Deer and other Alberta points. Pictured is John Edmunds' 1934 Hupmobile Sedan.





The Mid-Way Meet brought out such cars as the rare and unusual 1918 Kissel Speedster owned by Charlie Parker of Red Deer, Alberta.

Another outstanding classic, a 1929 Packard Sedan, owned by Art Olson of Montana, at the International Meet.

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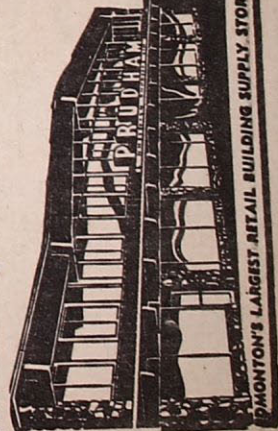
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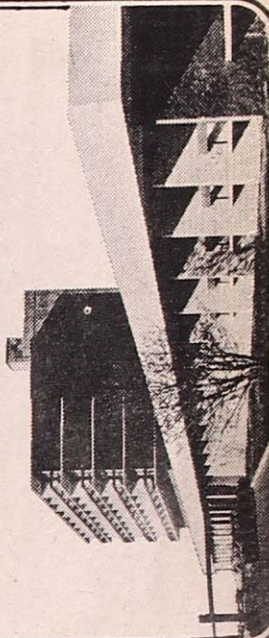


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## 1966 Judging Meet

The 1966 Judging Meet of the Edmonton Antique Car Club was once again held in Viewpoint Park. Unlike last year's event, the weather this time was atrocious, and consequently the turn-out was not too good. However, there were about twenty cars on display, and all things considered, this was not too bad.

A minor tragedy was enacted when a 1931 Plymouth, owned by Alf Ellis, slipped quietly back from the line-up and disappeared down the slope at the north side of the park. Fortunately, a small tree helped to stop the run-away, and damage was restricted to the trunk and rear body work. Mr. Ellis should be commended for his great fortitude. He appeared to take this stroke of fate much more calmly than anyone else, and as he is well known as the owner of a thriving restoration business, we expect his car to be back in its pristine brilliance by now.

The proposed barbecue and gab-fest which was enjoyed last year, did not, of course, have much of a chance this year, but the judges came up with their findings which we print herewith.

Class 1, Model T Ford, Bob England. 90.4%  
Class 2, Model A Ford, John Van Heukelom. 86.4%  
Class 3, Cars up to 1929. Spence Jameson. Gray Dort. 79.8%  
Class 4, Cars 1930-35. A. Ellis. 87%  
Class 5, Unrestored. S. Hryniew. 57%  
Class 6, Classic. Des Lundy. 70.4%  
Class 7, Senior Class. Paul Sembaliuk. 88.2%  
Class 8, Most Improved. Lloyd Kitchen. 83%  
Overall Winner: Bob England. 90.4%

The Judging Committee of the Edmonton Antique Car Club have passed on to us the check list they use in judging cars entered in their various events. This might well be useful for other committees who could compare this list with their own formula.

### SECTION 1 - BODY

1. Painting and Striping. Color correctness and Condition.
2. Fenders, Splash Aprons and Running Boards.
3. Doors. (Snug closing, door bumpers, general condition).
4. Hood, Hood hold-down, Hood shelves.
5. Windows: Glass and Mechanism, Side Curtains.
6. Seats, Floor Mats, Kick Panels Upholstery.
7. Top (Closed Cars and Touring Soft Tops, Bows, etc.).
8. Instrument Panel, Gauges: Correctness and operation.
9. Brightwork and Plating. (Bumpers, Rad Shell, Hardware).

Total for Body: .....

### SECTION 2 - CHASSIS

1. Tires, Wheels, Hub Caps: Authenticity and Condition.
2. Bumpers and Bumperettes: Condition and Correctness.
3. Lights and Electrical: Head, Tail, Dash, Condition.
4. Horn and Windshield Wiper: Condition and Correctness.
5. Springs, Axles, Shocks & Shackles. Complete, correctness.
6. Engine: Block, Head, Starter and Generator.
7. Engine Compartment: Neatness, cleanliness, color, firewall.
8. Fuel System: Carb., Choke, Fuel Line.
9. Electrical System: Distributor, Plugs, Wiring, Neatness.
10. Cooling System: Radiator, Hoses and Water Pump.
11. Under Carriage: Clean complete workmanship.

Total for Chassis: .....

### SECTION 3 - MECHANICAL OPERATION

1. Engine: Starting, Idling, Noise Level.
2. Brakes: Pedal Pressure, Side Play, Operation.
3. Clutch: Pedal Pressure, Side Play, Operation.
4. Exhaust System: Leakage, Blow-up, Operation & Condition.
5. Steering: Amount of Play, No Binding, Correct Wheel.

Total for Operation: .....

### SECTION 4:-

1. General overall appearance and quality of workmanship.

Total Points this Meet: .....  
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## Book Review

"The American Automobile." By John B. Rae. This is a brief history of the automobile in America, and is a lucid, concise and seemingly very well documented work. Worth reading by everyone who has cars at heart, and quite amusing in its treatment of the "High and Mighty." University of Chicago Press.

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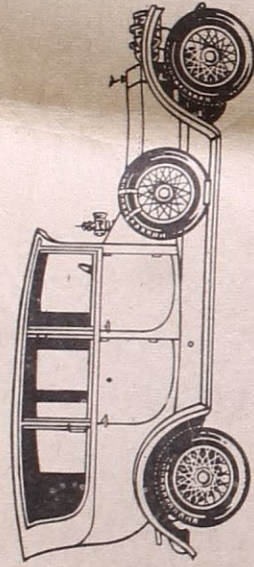
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# CLASSIC COMMENTS

by Robert J. Gottlieb



Remarks On Antique And Classic Automobiles. Excerpts From Motor Trend Magazine.

The Classic Era was strange because of economic conditions. Prosperity reigned during the last half of the '20s, while the Depression continued throughout most of the '30s. Americans were either very poor or very rich. The so-called middle class as we know it today almost didn't exist.

But the Depression materially helped manufacturers of inexpensive cars. It had little effect on people so wealthy they could afford the most expensive cars, cherished today as true Classics. A large portion of those who could afford the expensive cars wanted something different. A factory-built Packard, Lincoln, or Marmon, though expensive, didn't meet the demands of prestige and luxury for those who wanted only the best. As a result, custom body builders opened their doors and had a heyday.

During the early '30s, there were more than 20 custom-body-building firms who were as

famous as the manufacturers themselves. Two types of custom cars were built. First, there were the one-of-a-kind bodies. These were built to customer's specifications at handsome sums. Second, there were the limited-production custom cars with a production run of anywhere from three to 1000 or more cars. Limited-production customs were cars that were superior to factory models but naturally didn't cost so much as a single, special machine.

Those who bought coachwork from custom builders were buying added prestige and luxury. As a rule, the powerplants and chassis remained unchanged. Longer hoods, finer silks, better materials, and more distinctive styling were the main points of change. These customs were turned out in such vast numbers that they weren't considered or classified as oddities. Accurate statistics aren't available, but a check of automotive registration figures would probably show that somewhere between 8 and 12 per cent of all true Classics were customs.

Custom cars of the classic era don't have any sort of

modern-day equivalent. A wealthy person today can buy himself a Continental, Imperial, or Cadillac, but all he's getting is an expensive (and well built) car. The practice of building limited-production customs no longer exists in this country. The one-of-a-kind special is so rare and its cost so prohibitive that few families are interested. For many years, a certain class of owners has built or has had built so-called modern "customs." The construction of modern custom cars is considered a hobby. Many have been covered in the pages of Motor Trend, and thousands can be seen at auto shows throughout the country.

While it's true that some customs are very pleasing, the majority are looked upon as oddities. For each one described in glowing terms, there are five described as "lead barges." Some designs are beautifully executed; most leave much to be desired.

Some well designed cars appear to be quite horrible because their construction is so poor. Some well built cars are horrible because the designs are poor. By way of conclusion, well designed and well built customs are in the minority.

There's a reason for the difference. Most customs of today are built by amateurs who are building a machine so it'll be different. Compare this with the customs of the classic era, when the main considerations were luxury and prestige. Further, most customs today are modified cars which are three to ten years old. The customs of the classic era were built on brand-new chassis. Inasmuch as the ultimate goals are different, the completed products are also different. Put another way, the custom of the '60s isn't in the class as the custom of the '30s. We at Motor Trend feel that those special cars of the '30s can and should be brought back again. The hotbed of modern

custom-car activity is located in Southern California. Despite this, many fine designers, engineers, and shops find themselves scattered all over the country. Many builders have won fame for their work with modern cars. Every young enthusiast has heard of Starbird, Barris, and Exner. Specialty parts manufacturers such as Hurst, Moon, and Stewart-Warner are well known. Artisans like Ewing, Summers, and Jeffries are available, and their work is so outstanding that they now have nation-wide fame. We've mentioned only a few. There are hundreds of others.

Suppose some enterprising individual or company could see the possibilities of grouping certain people and firms together for the express purpose of producing modern customs for those who could afford them. We feel that while the market exists, a centralized factory doesn't. With proper thought and cash, qualified personnel could be prevailed upon to become associated with such a concern. Customers could buy a new chassis, express their thoughts to a designer, and have a finished machine produced within a reasonable time. If the concern turns out the cars we mentally conjure, mass production will reduce the ultimate prices to a point where more and more people could afford them. We could once again have fine machines similar in design, purpose, and price to the limited-production customs of the early '30s.

A few knowledgeable men throughout the country presently build isolated examples of cars which compete in every respect with the former customs. The problem is that they don't build

enough cars, nor do enough potential customers know about them. An example would be Peter Stengel, who's located in the Los Angeles area. He's built a few cars which can only be described as perfection in machinery. Perhaps the most notable would be a station wagon built on a new Lincoln Continental chassis.

Because of the high cost of labour, workers in foreign countries have generally been used to build these cars. A chassis is shipped from here to Italy or Germany and the finished car is then shipped back to this country. With all due respect to everyone concerned, it is apparent that the highly skilled American artisan simply does better work.

On a mass-production basis, mass-produced foreign cars seem to have better workmanship than our mass-produced cars. In the custom field, foreign cars have more defects, notably in the area of body ripples and ill-fitted components. It's possible (though not probable) that metal men and body builders overseas don't have equipment equal to ours in this country. We can't give definite reasons for the differences, but we can point out the differences in the cars.

It should be apparent by this time that a vast, untapped field exists in auto construction today. We hope that these words on the subject will open up avenues for exploration by people or firms competent enough to enter the field. An analysis should indicate that a true contemporary Classic would be financially rewarding, fill a definite need, and finally bring to the American automotive market the additional prestige it so richly deserves.



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## Sure Cure For A Prankster

Some of you must have heard of S.F. Edge who was the first man to drive on the Brooklands race track near London, England. Edge was one of England's original motoring enthusiasts, having been born with the proverbial silver spoon in his mouth. (This was a prerequisite in the early days of driving) and among his cronies were numbered the Hon. John Scott-Montagu, Charles Jarrott and C.S. Rolls. He was also a man of very fiery temperament, as this account will show.

In the winter of 1900, Edge and two friends went down to Brighton from London, taking a chance on the weather being reasonably good as they were driving a small De Dion with precious little weather protection. English winters can be quite severe and the trio were well wrapped up in just about everything which would help to prevent the blood congealing. After stopping at the Albany Hotel in Crawley for a hot meal, they took off again, this time in darkness. The

little car was doing a brisk 30 m.p.h. through the moonlit countryside, and Edge noticed a little group of what he thought were country yokels standing at the road side. As they passed, one of the by-standers picked up a hefty chunk of frozen snow and ice and let fly. This missile homed very accurately on Edge's skull, and without more ado, he stopped the car and launched himself out in pursuit of his assailant. The culprit meanwhile wasn't waiting around, and had taken off over the nearest hedge.

Edge followed, hampered by the bulky garments he wore for winter driving. Discarding his clothes piece by piece as he ran and staggered over the frosted fields, he gradually caught up with the by now equally exhausted rustic. This character decided to be foxy and took up a position of safety behind a haystack. Edge was in no mood to let his quarry go free, and evidently his natural cunning was far and away superior to that of his prey, because he caught him on his first circumnavigation of the 'rick. His initial idea had been to punch him severely on the head, but rapid introspection convinced him that this was much too lenient for the crime committed. He therefore held his victim at arms length and requested him to remove his coat, which he did without question. He then (Edge)

asked for the rest of his clothing, relenting when the by now shivering clown was attired only in his underwear and socks. Edge figured at the time that the temperature would be in the region of two or three degrees below freezing, so the punishment seemed quite in line with the offence.

Edge then returned to his car, and with some assistance from his pals, re-assembled his scattered garments and made tracks for Brighton again. About two or three miles along the road they saw another group of local gentry clustered around a roadside inn. They stopped and asked the assembly if they knew of ..... (Edge had asked his victim's name before leaving him like Venus on the shore). They all said, "Yes, we know him," whereupon, Edge threw the bundled garments out of the car and asked the locals to return that gentleman's clothes.

It should be remembered that in that day and age, a car was almost as scarce as a moon rocket, and Edge often wondered in later years what that party of yokels had thought when without a word of explanation, a car had pulled up and handed over their friend's wardrobe.

I wonder if this type of reaction is possible nowadays, probably not, although that may be as well, considering the severity of Canadian winters.

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The "Horseless Age" magazine on October 21, 1914, offered this additional advice:

"For the best protection, the tires should be wrapped in clean cloth or paper and laid flat in a cool, dark place. If possible, store tires where they will not be subjected to extremes of heat and cold . . .

"Inner tubes should be deflated, and placed in a box, or wrapped in a clean cloth or paper, laid flat in a dark place with no weight resting on them. If they are left in the tubes, they should be partly deflated.

"Never let the weight of the car rest on the tires when laying up for the winter months. Jack it up and allow the axles to rest on supports . . ."



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## An Australian Find

A report from Sidney, Australia, has brought to light the existence of probably the least known and certainly one of the most interesting cars ever made. A Bucuresti, dating from around 1913, and made in Bucharest by an English owned company known as the Transylvanian Iron Works, has been literally unearthed in Alice Springs. A quick look at a map of Australia will reveal that Alice Springs is right in the middle of the continent, and must be the most unlikely place to find anything as rare and as unusual as a Bucuresti.

However, the find was made by an Italian building contractor who was clearing land for preliminary work on a new industrial site. The car was completely buried under coke cinders and thousands of beer bottles. Had it been discovered by anyone other than Signor Forte, it would in all probability have been dragged off to the scrap yard. Forte however is a car buff from 'way back, and something about the filthy hulk drew a responsive chord from his memory. After hacking away at the debris which had filled every crevice of the car's being, he was able to identify the car by the enamelled radiator crest showing a running wolf.

The corpse was reverently loaded onto a trailer and dragged to a covered car port. Forte cleaned it up until it began to look more appetizing. This was quite a feat, and some indication of the condition of the wreck in that there was absolutely no rubber or canvas or upholstery of any kind left. Termites and bugs had eaten everything edible, and what was left was iron, steel and glass.

Some few months later, and at the expense of a goodly number of Australian pounds, the Bucuresti was again quite intact, restored by the new owner and some very professional help. A curious feature of the restoration work was that there was no rust to remove. Alice Springs is in a very arid part of Australia, and it is quite possible that the total rainfall over the last 40 years has been less than 100 inches. Certainly, humidity is unknown in these parts.

Some idea of the size of the car will be gained from the following details:

Wheelbase: 139 inches  
Track: 64 inches  
Weight: 6180 lbs.  
Fuel tank capacity: 32 gallons  
Engine: 4 cylinders - 7 litres  
Compression: 4 to 1

Ignition: Double coil & magneto  
Transmission: Via 12 inch diameter leather cone clutch and 4 speed remote controlled gear box.

De Dion back axle and transverse leaf springs with Luvax type shock absorbers at front. Steering: Rack and pinion.

With typical Australian bluntness, the car is known as "The Bitch of Bucharest" and for good reason.

Forte has appeared in local rallies and shows, and so far, he is the only person who can exert even some slight measure of control over the "B" of "B." Starting it is fun --- if you live. There is no starter, and hand cranking is the order of the day. Once the ponderous engine is turning, the uninitiated tend to treat the whole thing with gay abandon. This state of mind is short-lived. The clutch action is vicious, and requires the foot of an elephant to depress. The steering is heavy. (Suggested improvements have been the installation of a marine steering unit), but once on the move, the effort required is not excessive.

Like the more exotic productions of Msr. Bugatti, this car is made to go, not to stop. The brakes are about on par with

those on a 1927 Baby Austin. Judicious use of the gear box and clutch will bring the car to a reluctant halt, but leather cone clutches have a limited life expectancy if used in this manner. Mr. Forte has a tale he recounts regarding the subtleties of this model. Seemingly, the only other distributor apart from the local Bucharest outlet was a gentleman by the name of Hathaway. He was a partner in the firm of Hathaway, Hayes and Goodman Ltd., who were concessionaires for a number of continental car makers during the early part of the century, and had a showroom in Knightsbridge in London.

Mr. Hathaway was evidently an avid motorist in the grand style, and had the cash to indulge his passion. He was also something of a connoisseur of the grape and its derivatives.

By this time you should know what's coming. One chilly and wet December evening, Mr. Hathaway was proceeding along the Fulham Road, heading in the direction of Putney. Observers claim that he was moving along at a fair pace, and without too much attention to the state of the highway. He was accompanied by one of the fair sex, and had every appearance of and had every appearance of intoxication. (Whether from alcohol or the lady's charms we do not know).

The Bucuresti was not a machine to be trifled with, and for all we know, may have been imbued with some of the magical qualities associated with Transylvania. Anyway, the whole lot careered off the road, and with a tremendous crash, collided with, and demolished, a small piano showroom. (Oh migod). Mr. Hathaway, after receiving first aid and squaring things with the local constabulary, was said to have blamed the hopelessly inadequate brakes of the car. It seems only fair to give him the benefit of the doubt. No further cars were imported into Britain, and evidently the fleshpots of Europe were well satisfied with the offerings of Mercedes, Benz, and others.

Curiously, there are no references to this car to be found anywhere. Further information on the marque would be valuable, but this seems to be one of those cases where no records were kept in the formative years, and the company seemingly disappeared in the upheaval of the first World War.

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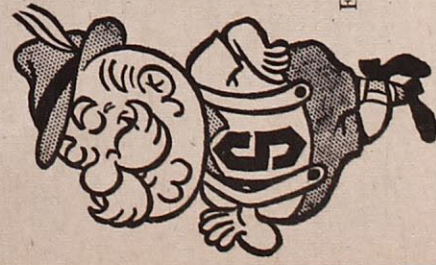
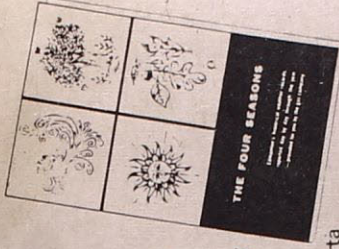
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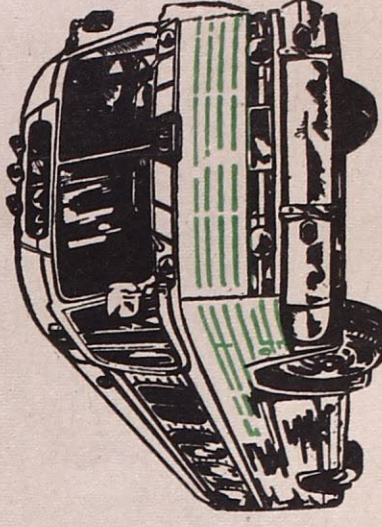
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# Original Old German Military Government Medallion Art

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The Karl Goetz Art Medals are exemplary of the obvious artistic qualities typical of the fine, Old Military Medallion Art of the past Eras. Their unfair exclusion from their rightful place in the Collector World is patently unjust and unfair — especially at this time and age. The renowned artistic talent of past Master Art Medallist Karl Goetz is self-evident, which only an unfortunately blind person could not fail to appreciate and admire.

Legal, free, international distribution of these fine Old German Military Medallion Art Pieces will continue to be available through the special efforts and offices of Delta International — through the free International Mail Services, which are protected and registered for the benefit of all national countries which are participants of the International Postal Union Service. And, this of course, includes the Federal Republic of Germany — as well as the entire Free World. When and if the German Courts rescind their unjust and unfair laws and practices which wrongly single out collectors — who have a right to enjoy their particular hobby just as much as any other person enjoys his or her own special hobby interests — distribution of the Old German Military Medallion Art pieces will again take place from German soil. In the meantime, special arrangements for the safe-keeping and eventual return of the old original dies is well assured, and — in fact — are an integral part of the World-wide distribution rights and privileges held by Delta International of Honolulu, Hawaii (U.S.A.).

## Strictly Limited Mint Issue

The Mint will not accept orders exceeding authorized World-wide collector distribution of 100 only solid gold, 500 only solid silver and 1,000 only solid bronze. Each Art Medal bears registered mint marks, as well as authorized, registered serial numbers. In



"Field Marshal Erwin"  
Rommel Medal, 1941, by  
Karl Goetz, (50 mm, 2 in.)



addition, a Registered Certificate of Authenticity accompanies each Historical Military Art Medal.

## A Precious Gift — To Own And To Give

When you give an Historical Art Medal, you give a precious and valuable gift that is perfect for a birthday, for special holidays, for an anniversary, a birth, a marriage, or simply a special personal gift to be always remembered and cherished... the ideal gift to show that you truly care.

## Scarcity and Demand Predicts An Exceptionally Bright Future

Karl Goetz Military Art Medals are next to impossible to locate. In both World Wars I and II, highly devastating German military reverses and economic chaos made any commercial collector distribution virtually impossible. After the Wars, Western Allied Military restrictive legislation prevented any further collector distribution or commercial activity involving German War-time Government Historical Medallion Art — and these very same laws were re-enacted, more or less intact, by the Federal Republic of Germany. The final effect has been that nearly all of the Historical Military Medal-

lic Art of Germany has not been available to collectors for upwards of seven Decades — since World War III! Although no one can predict any Art Medal's future value, scarcity and demand are major factors in the determination of value. As the following mintage table indicates, the supply of the Historical Field Marshal Erwin Rommel Medal is exceptionally limited. Indeed: —

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# GERMAN POLICE PERSECUTE COLLECTORS!

**Hobbyists Face Stiff Fines, Penalties, Confiscation of Valuable Collections.**

WPS —Stuttgart. Within recent years the West Government has been strengthening and strictly re-enforcing their notorious "Polizei-verboten" ("Police-forbidden") Laws concerning collector artifacts from the World War Two Era — an Era which ended in 1945, virtually four decades ago! — German collectors and hobbyists commonly face stiff fines, penalties and outright legal confiscation for collecting anything which came from the World War Two Era.

During the annual Stuttgart Collector Show, in the Springtime, entire squads of uniformed policemen have been known to actually RAID the show! and at each show, the police are regularly seen patrolling the aislesways searching out "illegal" collector items. Even undercover police agents are known to snoop for World War Two Era collector pieces, which are promptly swooped up and siezed. The hapless owners are then immediately slapped with a stiff fine and penalties. Pity the unfortunate collector who is faced with loss of BOTH his valuable collection, as well as loss of funds to pay stiff fines and penalties — all because of a simple HOBBY!

The Stuttgart Collector Show is not alone either! — the internationally renown Klenau Auction House of Munich is also faced with police-confiscation of collections sent to it by trusting clients for consignment and auction. In this case, even FOREIGN collectors are subject to the very same "Polizei-verboten" Laws as the German collector (the only exception being that the fines and penalties cannot be legally imposed upon non-German citizens). Countless antique shops and hobby shows throughout West Germany are, naturally, subject to the same notorious German "Polizei-verboten" collector laws — *anything* from the World War Two Era is ripe for seizure by Police...at anytime the Police wish...

It is really quite interesting to speculate about what actually, and eventually, happens to the confiscated valuable collections...do they sometimes find their way surreptitiously to the lucrative — but legal — market outside of West German borders?...Can one be so naive as to believe that these valuable collections are actually destroyed as Police blandly claim?...World War Two Era German military collectibles are the most highly valued and priced collectibles in the collector trade...there are literally MILLIONS of dollars involved!

The curious situation in West Germany has gone from the ridiculous to the sublime! Now, even German National Art pieces are being literally smuggled out of the country, in continued efforts to avoid the notorious "Polizei-verboten" Laws and to satisfy ever-increasing World-wide demand for Old German Medallion Art pieces: — the old original dies from past Medallion Art Masters are now being employed *outside* of West German Frontiers! The fine, old German military medallion art pieces are internationally renown and respected among World-wide collectors for their obvious artistic qualities — which are so typical of former German Master Art Medallists — of past eras, such as Karl Goetz. Spokesmen for Delta International — a firm



**Portrait of Field Marshall Erwin Rommel, the "Desert Fox," painted by military Field Artist Willrich in 1942**  
(Original photo courtesy Regew Art Galleries, Stuttgart)

located literally on the other *side* of the world from Germany, in Honolulu, Hawaii — recently confirmed that they have been distributing these very same collector pieces to selected clients world-wide (even in West Germany!) for over two decades!

German Authorities are bewildered about what to do: continue enforcement of their "Polizei-verboten" Laws (while Police seize valuable collections and collect monetary fines); or watch valuable National Art pieces slip out of the country to be distributed from the other side of the world! No where in the Free World do conditions exist for collectors and hobbyists as they do today in West Germany! Future prospects for German collectors and dealers seem rather dim indeed — as long as Police are free to seize collections anytime they wish — and anywhere they wish...and collect monetary fines too on top of it! Interested readers are urged to send letters of protest to their nearest German representative or Consulate (check the telephone book). Collectors and hobbyists everywhere should be free from Police persecution and confiscation of personal property without fair compensation!



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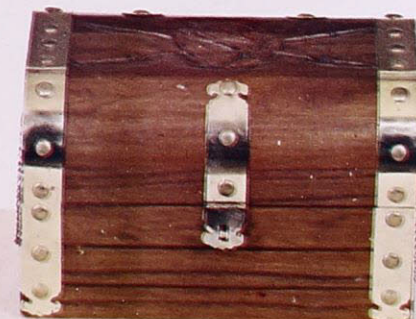
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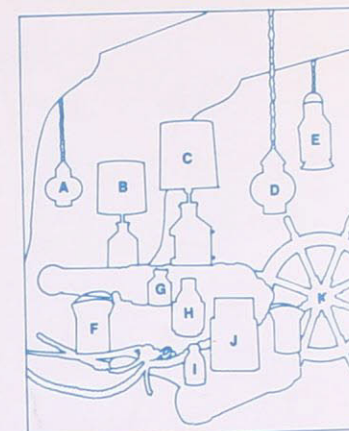
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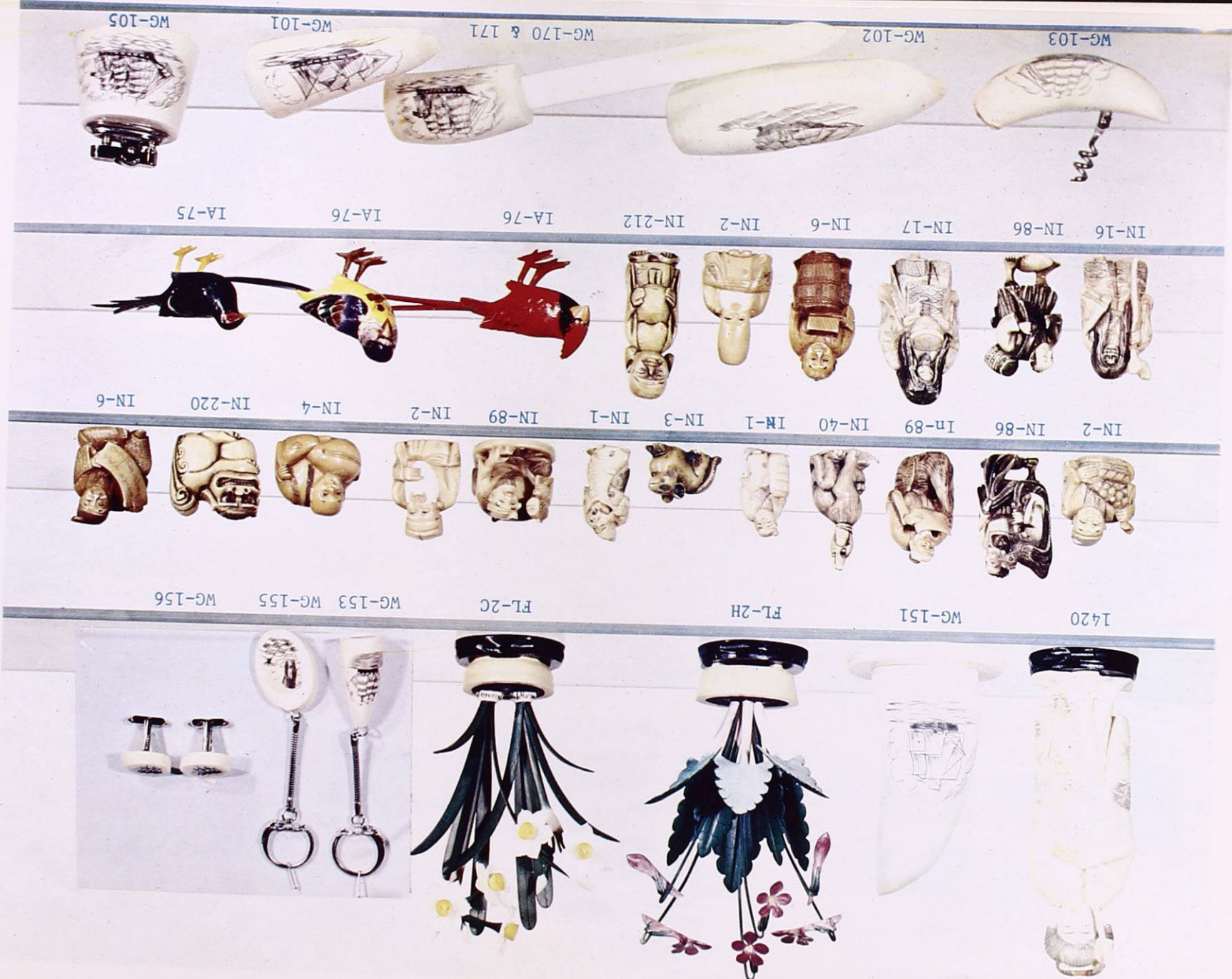
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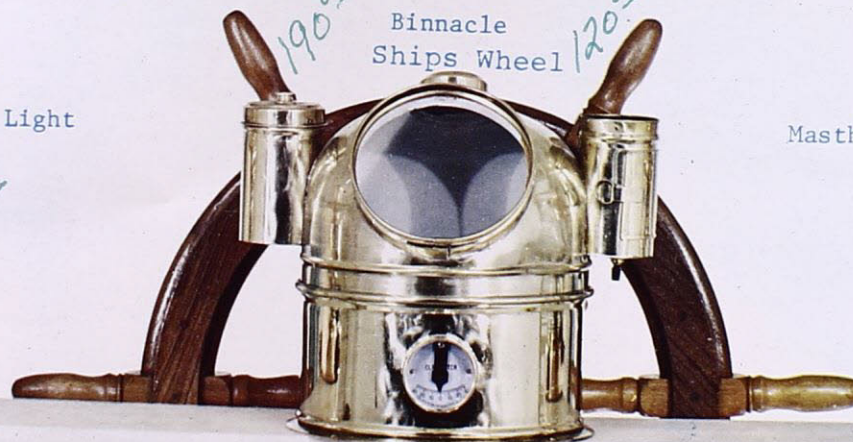
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